

PRE-EXPOSITION NUMBER

# ATLANTIC FISHERMAN

Registered U. S. Patent Office

Vol. IV.

MARCH, 1923

No. 2



Lobster Trap Using Columbian Manila "Copperized" Lobster Twine

## "Copperized" Cordage Lasts Longer

To the Lobsterman, the most beneficial and practical advance in progress, is the use of "Copperized" Cordage.

Manila Lobster Twine positively *lasts longer* when waterproofed with Copper Oleate. This most successful Cordage preservative carries the endorsement of the U. S. Bureau of Fisheries.

Lobstermen can now obtain Columbian Manila "Copperized" Lobster Twine treated at the factory with the correct amount of Copper Oleate. "Copperized" cordage gives far better results and longer service than tarred cordage.

Write our nearest branch office for a free sample and complete information regarding Columbian Manila "Copperized" Lobster Twine, made especially for use on lobster traps, under the same high manufacturing standards as Columbian *Tape-Marked* Pure Manila Rope.

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WHAT THE BOLINDER OIL ENGINE IS DOING FOR O'HARA BROS.

IT  
WILL  
DO  
FOR  
YOU

# BOLINDER'S

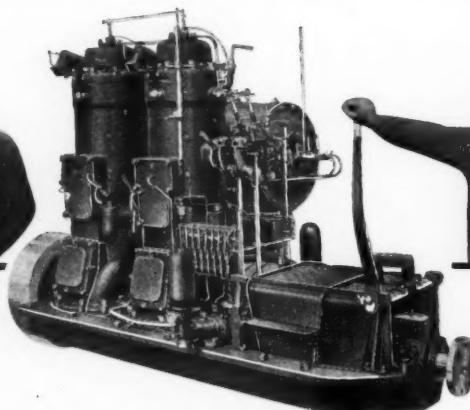
IT  
WILL  
DO  
FOR  
YOU

## TYPE BO CRUDE OIL—MARINE ENGINES

Neither water  
nor air  
injection into  
cylinders



Captain Ernest  
Parsons of the  
"Lark"



Mr. John F. O'Hara, President  
O'Hara Bros. Co., Inc., owners  
of the "Lark," also the  
"Pioneer" and "Mary E.  
O'Hara," all Bolinder engined.

Sizes from 6 to  
80 B.H.P. either  
direct reversible  
or working re-  
versible propeller  
of our own  
design.  
100 B.H.P. up,  
direct reversible  
only.

The 175 B.P.H. Bolinder of the "Lark," shown above, is direct reversible and equipped with electric quick starter.



The new Boston fishing schooner "Lark," owned by O'Hara Bros., and commanded by Captain Ernest Parsons, persistent highliner, is doing so well since being commissioned a few weeks ago that she earned the sobriquet of "The Channel Express." The vessel returned to the Fish Pier yesterday after an absence of three days, bringing 33,000 pounds of mixed fish, which represents but a single day's work on South Channel. The 25,000 pounds of haddock sold at \$13 per hundredweight, a record price. Sale of the catch netted a stock of \$3700, with each man of the crew receiving \$113.—Boston Post. Nov. 3, 1922.

Aux. Schr. "Lark" of Boston, known as the "Channel Express," is 150 gross tons and measures 129' o.a., 115' w. l., 25' breadth, with 11' draft. She was built by Richard Diebold, Newcastle, Maine, and fitted out at Gloucester, Mass., by T. Ralph Foley. BOLINDER engineers made the installation. Without sails the "Lark" attains a speed of 9 miles.

In commission scarcely three months, the Boston fishing schooner "Lark," owned by O'Hara Bros., has made an enviable record. She arrived at the Fish Pier yesterday with 131,000 pounds of fresh fish from a week's cruise to Browns Bank. The catch netted a stock of \$7,000, making the schooner's earnings for the 12 trips she has made, \$43,000. Each member of the crew has shared \$1000. Captain Ernest Parsons is being congratulated on his success.—Boston Post. Jan. 9, 1923.

BO-type BOLINDER OIL ENGINES are made in 1, 2 and 4 cylinders, 6 to 500 B.H.P.  
No reverse gear. Direct reversible by pre-ignition. Electric Quick Starting Device.

### BOLINDER'S

30 Church St.  
NEW YORK CITY



### COMPANY, Inc.

New England Branch  
53 State St.  
BOSTON, MASS.



## No time to lose

**H**AULING THE SEINE is a man-sized job on board this Potomac shad fisherman.

There is no time to lose. Big prices are waiting the high-liner. A couple of hours delay for engine repairs on the run home may make a big difference when the share checks are handed out.

The oil you use has a great deal to do with dependable engine running. "Any old oil won't do. It must be the oil that is exactly suited to your particular kind of engine.

Fishermen who use the correct grade of Gargoyle Marine Oils are warm in their praise for these dependable high-class lubricants.

Gargoyle Marine Oils pay for themselves over and over again in economy of fuel, economy of oil, less frequent repairs, less depreciation of your engine.

If you are interested to know how to choose the correct oil for your engine write us to mail you "Correct Lubrication for Motor Boats." Kindly address the Vacuum Oil Company in New York.



# Marine Oils

*A grade for each type of service*

**VACUUM OIL COMPANY**

Specialists in the manufacture of high-grade lubricants for every class of machinery. Obtainable everywhere in the world.

**NEW YORK, U.S.A.**

# INSTANTLY RECHARGEABLE ON LAND OR AT SEA



IGNITION

LIGHTING

## MAGNO 6-VOLT UNIT

PORT is always easy to make where MAGNO Batteries are used. To Recharge simply unscrew cover and insert "Spare" electrode. Not even a tool is needed. "Spare" electrodes can be kept in the boat indefinitely without running down.

The MAGNO 6-Volt Unit is a permanent battery that will last for years. It provides not only the most dependable but at the same time the cheapest source of current for ignition and lighting.

Every boatman owes it to himself to immediately investigate its advantages.

Price of Battery, \$12.00

Cost of Recharging, 1.20

See it at Booth 34, National Fishing Equipment Exposition,  
Boston, March 26 to April 7

---

MAGNO STORAGE BATTERY CORP., Aeolian Bldg., New York City

New England Distributors, BIG FOUR SALES CORPORATION, 80 Boylston St., Boston, Mass.

# STORAGE BATTERY MAGNO



## Not A "Trade Paper"

The ATLANTIC FISHERMAN is a paper for fishermen—producers—the men who actually fish for a living. It does not purpose to cover the fish trades; nor does it wish to be looked upon as a "trade paper". Rather do we like to think of it as a home paper for fishermen.

Our first care is that its pages be readable, for we believe that matters of human interest and practical vocational help are more to be desired by our readers than stereotyped "trade notes" and dry-as-dust statistical matter.

We want it to be regarded as a steady and reliable source of information, profit and entertainment by that vast army of 150,000 workfolk which constitutes our field.

# Atlantic Fisherman

A "FARM" JOURNAL FOR THE  
HARVESTERS OF THE SEA

MARCH, 1923 VOL. IV, No. 2

David O. Campbell.....Pres. and Treas.  
Frank Arnold.....Manager  
Arthur W. Brayley.....Editor

Published Monthly by  
ATLANTIC FISHERMAN, INC.  
100 Boylston Street

Boston Massachusetts

A Dollar a Year Ten cents a copy

Entered as Second Class Matter August 25, 1921, at the Post Office at Boston, Mass., Under the Act of March 3, 1879.

## Fair Play

We believe that all the advertisements in this paper are trustworthy. As proof of our faith, we offer to make good to actual subscribers any loss sustained by trusting advertisers who prove to be deliberate swindlers.

However, we are not responsible for claims against individuals or firms adjudicated bankrupt, or where estates are in receiver's hands, or against whom bankruptcy or receivership proceedings are pending.

Nor shall we attempt to adjust trifling disputes between subscribers and honorable business men. This offer holds good for one month after the transaction causing the complaint.

To take advantage of this guarantee subscribers must always state in writing to or talking with any of our advertisers: "I saw your advertisement in ATLANTIC FISHERMAN".

## A GAY HEAD 571-POUND BEAUTY



TUNA TAKEN BY CREW OF THE TWO SISTERS

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## A MINIATURE FISHERMAN

A reproduction of this, the pre-exposition number of the ATLANTIC FISHERMAN, has been made in miniature for the purpose of general distribution at the Equipment Show.

A limited number of copies of this miniature is available for our readers. Write for one.

## ALMANACS FINDING FAVOR

On every side we have heard nothing but the most favorable comment from fishermen on the excellence of the 1923 edition of the ATLANTIC FISHERMAN'S Almanac.

READING from left to right in the above picture appears Cap'n Wilbur Flanders, Mr. Tuna and Mate Bill Smith—all aboard the Two Sisters out o' Chilmark. Mr. Tuna could only be induced to pose for this picture after two hours of the most strenuous persuasion on the part of his hosts. In fact his modesty was of such a degree that he had to be politely "ironed" before he would permit of a fluke rope being slipped over his tail, and thus brought before the camera.

Cap'n Flanders ("Uncle Wilbur" to thousands of fishermen) although 84 years old has lost none of his cunning at fishing. On five cod-fishing trips last fall he was "high hook," his share on one occasion being \$19.80 for a single day's work. Can you beat it—at 84 years?

Captain Ernest Dean, who represents the Vineyard in the state legislature, is skipper-owner of the Two Sisters. We are indebted to him for the above material. We regret, however, that his pleasant countenance is missing, but we suppose somebody had to take the picture.

A great many tunas, or horse mackerel, have been caught in the vicinity of Gay Head. They not only furnished the best of sport, but shipped as caught to New York they brought from five to eight cents per pound.

## FISHERMEN

When stars still gather, height on height,  
Beneath the mighty Milky Way  
They put forth in the utter night  
Before the first, faint flush of day,  
To gather in the quiet nets  
That wait, black-laced, against the sky—  
Which the first touch in tumult sets  
With surging life that would not die!  
They are the huntsmen of the sea:  
They chase the bright and rippling herds  
That roam its dark immensity  
Watched over by the ocean's birds  
Far off, as if it were the wind,  
Brightening the surface, they behold  
Ten thousand mackerel, silver-finned,  
That run in shifting banks of gold.  
And in small boats they wander out  
Pretending death and men are friends,  
Where the fog, piling clouds about,  
As vast as space itself, descends!

—By Harry Kemp in The Bookman

## DISCOURAGE MILDEW BEFORE IT STARTS



**S**AILS are still the fisherman's chief form of power, even in this age of gasoline, oil, and steam, and sails deserve the same degree of care in construction that an engine gets. The use of TATELEC treated canvas in sail construction insures longer and better wearing qualities because of the improvements imparted to the fabric.

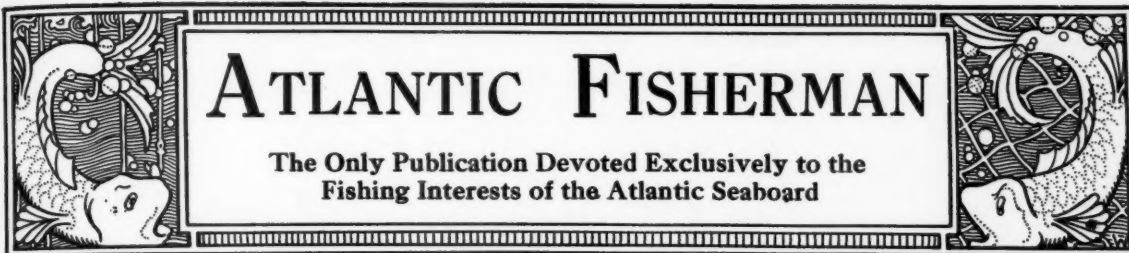
The TATELEC process is the result of years of study and experimentation along entirely new lines. It is not a dipping nor a coating process, but by means of electro-chemical action, water repellent metal salts are driven into the pores of the fabric and anchored there. This renders the fabric non-absorbent, and thus moisture and mildew resistant, for without moisture the mildew germ cannot survive. There is no surface coating to crack or wear off. Heat will not cause the canvas to become sticky, and because canvas so treated will not absorb water, sails will not freeze. Surface ice is easily knocked off, leaving the sails soft and pliable. There is no added weight, and the process in no way affects the color of the canvas.

Visit our booth (No. 37) at the National Fishing Equipment Exposition; there we can tell you more about the advantages of the process, and show you canvas which has had practical tests. Or write us for further information and literature.



**Tate Electrolytic Textile Processes, Incorporated**

**45 East 17th St., New York City**



Vol. IV.

BOSTON MASS., MARCH, 1923

No. 2

## Catching Shad on the Hudson Seventy Years Ago

The Fishery as Pursued in 1851 — Twelve Cents Each a Fancy Price — Expensive Outfits — Rough But Good-Natured Fishermen

AT about this season of the year, a large number of men are employed in the shad fishery around the shores of Long and Staten Islands and up the river as far as Albany. Numerous men and youths migrate from the higher waters of the Hudson, and waking from their half torpid state of inactivity in which they have passed the winter, set to work with a zeal and energy, says an article in Frank Leslie's Illustrated Newspaper of April 23, 1859.

Rough and ready customers are these men, and not perhaps over refined, but boisterous and jolly on the approach of spring, their harvest time, the rest of the year being spent in a more monotonous manner, varied occasionally by a trip to the deep sea fisheries.

The shad is a member of the family of Clupeidae, a family which, though not numerous in species, includes a series of fish of the highest importance in an economical point of view. The herring, anchovy, pilchard and sprat belong to it, as does also that favorite of London epicures, the whitebait. All of these fishes have small mouths, and either very small teeth or none at all, and they are therefore but ill adapted to prey on other fishes, and are mostly obliged to find sustenance in the myriads of minute animals diffused through the waters of the ocean, or lurking among the weeds at the bottom. They are all of them eminently migratory in their habits, traversing at different seasons the entire ocean, and performing their journeys in immense schools, to which fact one of them, the herring, owes its name, it being derived from the German word *heer*, signifying away. The shad is found in Great Britain and Europe as well as in this country, but is by no means so great a favorite there as here.

Little is known of the habits of the shad beyond the fact of its periodical migrations to the fresh water rivers for the purpose of depositing its spawn. Like the salmon it lingers some time in brackish water before ascending into the fresh—an important fact in its natural history.

Persons crossing by the ferry to New Jersey may often have wondered for what possible use are those rows of poles just rising above the surface of the water. These are part of the apparatus of the shad fishermen and form no inconsiderable item in the expense of the "boss," costing from three dollars to five dollars each, and sometimes as high as ten dollars has been paid for them. They are of great length, varying from 40 to 120 feet, the longer ones, which are used for the deep water, being formed of one or two lengths spliced together.

The method of setting these nets is as follows: A party of four or five men row out in the stream to the spot selected by them previously, towing after them another boat laden with poles. The principle upon which they select a site is that the deeper the water the more fish they will catch. The poles are each carefully lowered endwise to the bottom, and when the end reaches the soft mud at the bottom, a spar is fastened to the pole horizontally at some distance above the water, and upon this the whole boat's crew jump with all their weight, and the huge pole is speedily sunk to the required depth, descending sometimes three feet at a jump. The nets are set against these poles, and when the shad come up with the tide they are forced against the nets, which are taken up at the flood. This species of net is called the gill net. There are also two other methods of taking the shad, namely, by drift nets and fykes.

The drift nets are made with meshes about one inch square, and their dimensions are usually about 250 fathoms long by five fathoms deep. They are provided with floats on one edge and leads on the other. In setting nets a gang of men row out into the fishing grounds, with the nets placed on a wooden way or platform, in the boat. One end of the net is placed in the water, and the boat is then rowed gently across the stream until the whole length of the net is set. The process is one requiring great care and judgment, otherwise the set will be of no avail. When the whole of the net is thus



set, a rope is carried from one end of the net to the boat, and by rowing down the stream the net is made to assume a slightly curved form.

The fishes now swimming up the bay in the direction of fresh water encounter the net, and before they are aware of its presence run their heads through the meshes and are unable to extricate themselves, the size of their bodies preventing their going forward, and their gills presenting an unsurmountable obstacle to their retreat. After drifting in this manner for some time—often as long as

shore the tray is handed over to the boys, who immediately set to work to disengage the fish, in doing which every fold of the net is carefully examined and every snarl carefully undone.

The fykes are a species of tunnel nets, that is, of a conical shape, with wings on each side. The shad, coming up with the stream, go into these tunnels, and are unable to return; they are taken out at low water. The fykes are used about Staten Island, the gill nets from the Narrows to Sing Sing, and the drift nets from Sing Sing to Albany.

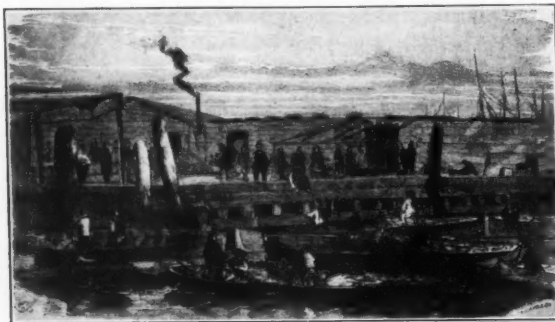
The fish caught in the gill nets are considered the best, those from the drift nets rank next, and those from the fykes esteemed the least.

Large hauls, sometimes amounting to some hundreds, are made during the height of the season, but they decrease as the season draws to an end. When the shad grow scarce, when the hauls are smaller, and especially when intelligence is received of the presence of shad up the river, the fishermen leave the bay to try their luck farther up the stream, and endeavor to head off the fish on their way to the spawning grounds, but the shad which are taken higher up the river are invariably smaller than those of the bay.

The number of men employed in the shad fishing is estimated to be at least 3,000.

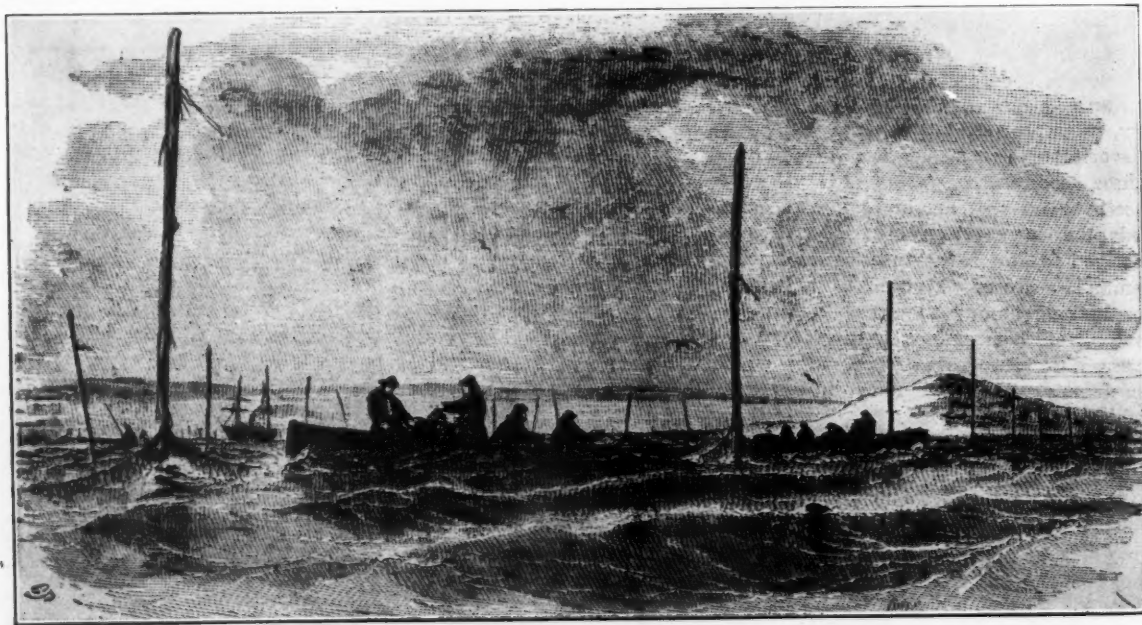
The fishermen work in gangs composed of six men, headed by a boss. Each gang employs three boats and in addition to these there are between 20 and 30 decked smacks which convey the fish from the boats to the wharf. A great number are also brought up by the cars and steamboats.

On one day last year the number brought to the wharf at the foot of Barclay street was 71,000, which were then selling at 12 cents,



LANDING SHAD AT DOCK, FOOT OF BARCLAY STREET, NEW YORK, 1859  
(From an Old Engraving)

seven or eight hours—the net is carefully raised from the water, which is done by first lifting the end to which the rope is attached and then rowing slowly toward the other end, raising the rest of it on the way. As the net is drawn from the water it is coiled, the fishes still hanging in the meshes, in the large tray in which it was brought from the shore, and by this means it is prevented from becoming entangled and torn. Upon reaching the



SHAD FISHING IN NEW YORK BAY AND HUDSON RIVER  
(From an Old Engraving)



# An Improved Type of Small Fisherman

Cleverly Designed 65-Footer Emphasizes Seaworthiness and Carrying Capacity

**I**N this auxiliary schooner design a most successful attempt has been made to produce an improved type of small fisherman, combining rugged construction with a theoretically correct hull—one with unusual cargo space, yet of easily driven form.

The vessel's dimensions are: L.O.A., 65' 6"; L.W.L., 50'; beam, 16' 6"; draft, 9'. The average depth of the hold is six feet. She will carry 45,000 pounds of fish. There is a minimum headroom of 6' 3" throughout the schooner.

This schooner has a displacement of 55 tons. Her sail area is 1,750 square feet for the four lower sails. She has 5" sided frames, double, and placed 20" apart on centers; 7" sided deck beams, 2 1/4" oak planking and 2 1/4" pine decks—typical fisherman construction. She is building at the yards of J. F. James & Son, of Essex, and should be ready for launching as soon as the ice is out of the river.

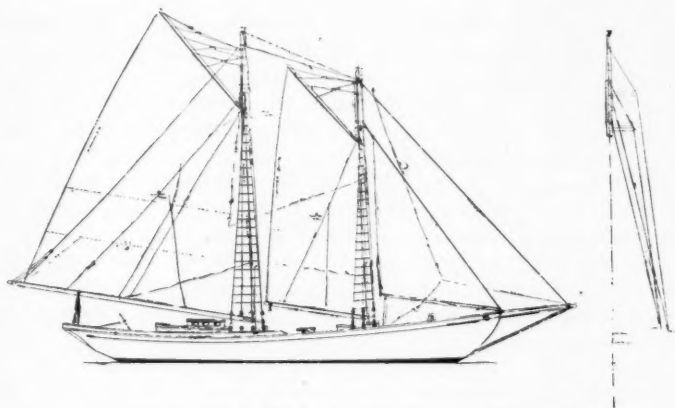
Her power plant consists of a 60 H.P. direct reversible Berg-

sund Oil Engine which turns a 40" two-bladed propeller and also drives a wrecking pump of large capacity from the hub of the fly-wheel. A 5 K.W. kerosene generating set lights the vessel and furnishes power for an electric windlass and an air compressor. All tanks are bulkheaded under the deck at the sides of the engine room, and carry 600 gallons of fuel oil and of water, and 100 gallons of kerosene and lubricating oil.

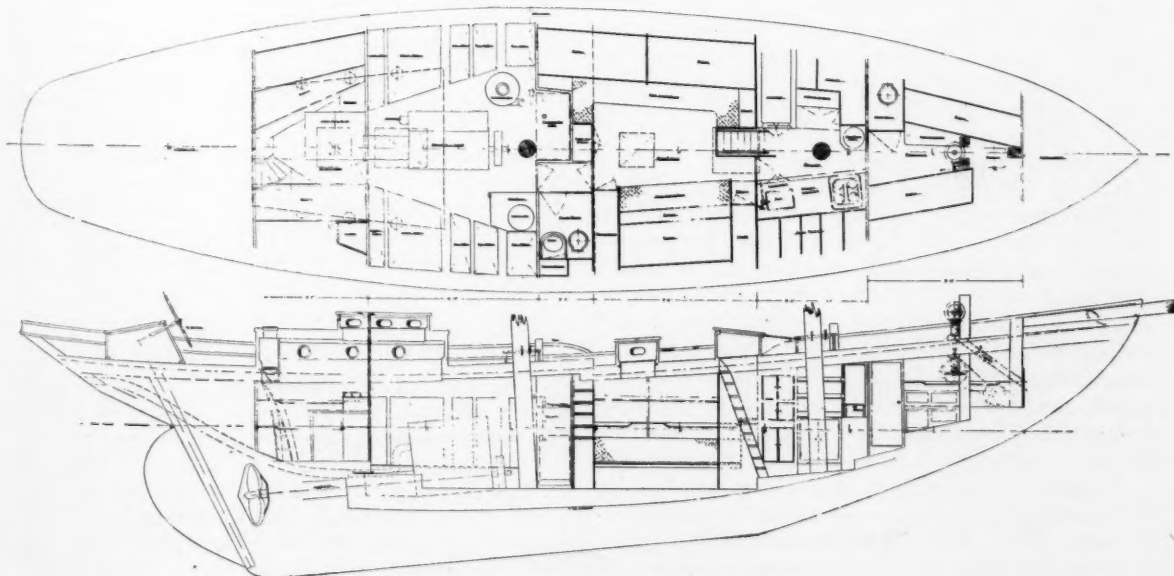
In this instance the vessel is to be used by her designer as a yacht, which accounts for the modification of her arrangement. However, in design the vessel is substantially a true fisherman in construction, finish, rig and gear.

Altogether, she shapes up as a very sweet vessel, one whose design will especially interest those who have learned that the small schooner adaptable to all kinds of fishing is the profitable kind.

She was designed by Francis Minot of Minot, Olsen and Thurber, Inc., Boston, naval architects specializing on fishing schooners.



WELL BALANCED AND SMART LOOKING



A BIG-CAPACITY SMALL FISHING SCHOONER

In This Instance the Interior Was Arranged for Use as a Yacht

## Why Not a Fish Slogan?

**H**AVE you eaten oysters this week? If not, why? This is the slogan that Eastern oyster growers and dealers are carrying to the American public in an effort to stimulate the sale of their product, while from the Pacific Coast we hear of an advertising campaign to stimulate the sale of native Olympia oysters.

Why this selling campaign on the oyster? Are not oysters the most popular single species of sea food sold in the United States?

Statistics show that oysters hold first place on the basis of both quantity sold and value. The latest available figures place one year's production at 150,000,000 pounds, valued at \$15,000,000. The next nearest sea food is herring, with a total catch of 100,000,000 pounds.

In the light of these facts we again wonder "why this selling campaign on the oyster," when it is now in better demand than any one of the common sea foods landed in the United States.

The facts are simply these. Oyster growers and dealers everywhere have faith in their product. They know that it is a good, clean healthy food, and are willing to spend a little money to tell the public something about this delicious sea food. They know, too, that no matter how well a product may be known, there is still opportunity for increased sales through properly directed advertising.

Such proof of the value of get-together advertising should set the mark for the fish trade. There is a great deal more in favor of attempting to stimulate the sale of our more common fishes than there ever was or could be for oysters. The supply of fish is practically unlimited. The price is generally much lower than that asked for oysters. Where oysters are confined to but one flavor, there are as many different flavors in the fish line as there are species. Herring, salmon, haddock, red snappers, whitefish, trout—all fishes, yet all holding a delicate individual flavor.

A start in the right direction was made by the government during the war period when it issued "Eat More Fish" signs to retail dealers for window display, supported by the distribution of fish recipes to housewives. All of this valuable propaganda stopped with the signing of the Armistice.

Subsequent events tell their own story. Markets everywhere glutted with fish. Freezers jammed with frozen fish and no place to unload. Whole fleets of fishing boats tied up for want of a place to sell their catch, even at cost. More failures in the fish business during this period than at any other time in the history of the industry.

Whether the stoppage of fish advertising by the Government was the principal cause for this unprecedented slump or not, the fact remains that it did play an important part in increasing the sale of fish, and with its discontinuation came depression. Except for "National Fish Day" the industry has

done but little to follow up the groundwork laid by the Government.

With signs of prosperity cropping out in all branches of the industry, however, there should be no more opportune time than now for the fish trade to follow the example set by their co-workers in the oyster trade.

The development of proper slogans for fresh, frozen, salted and smoked fish is a matter for serious thought. The heralding of such slogans, when once developed, should be undertaken by all interested persons from fishermen to retailers.

Have you eaten oysters this week, if not, why?

This slogan is being circulated by oyster growers and dealers.

How about a fish slogan?

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### DEATH OF CAPTAIN JOSEPH L. CURTIS

**C**APTAIN JOSEPH L. CURTIS of Marblehead passed away at his home, 29 Circle street, on Tuesday, the 13th of February, at the age of 85 years, three months and two days. He was highly esteemed as a citizen and left many warm friends.

Like so many other Marblehead boys, the captain shipped as cook on trips to the Grand Banks at an early age. In his case, it was at 15.

When the war of '61 broke out he served for two years in the army. After that he sailed for five years as one of the crew of his life-long friend, Captain Charles H. Snellen, in the schooner Caroline.

Captain Snellen's owners, Colley & Goodwin, wishing to build another vessel, the schooner Betsey was started at Salisbury, and Captain Snellen had to inspect the job. He recommended Joe Curtis for the Caroline command, and Captain Curtis lived up to the trust. The newly made skipper sailed the Caroline for three years, then sailed out of Swampscott in the Champion for a time.

Next we hear of the doughty Captain Joe as skipper and quarter-owner of the Hawkes—the largest and finest of the Swampscott fleet.

When the fishing business declined, this faithful sea-dog entered the employ of John Mackintosh of Marblehead, in the manufacture of shoes. For the last 12 years he has been an invalid, but he was cheerful and patient to the last.

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### SIDNEY HERRICK PASSES ON

The ATLANTIC FISHERMAN lost one of its most enthusiastic rooters when Sidney Herrick of Marblehead passed away recently at the age of 80.

This one-legged veteran of the Civil War was an old-time deep-water sailor who enlisted at California when the North had its struggle with the South. He had an enviable record in the navy, and was much loved, not only at John Goodwin, Jr., Post, G. A. R., but by all the elderly residents of Marblehead.

# Who's Who Among the Skippers

By CAPTAIN CHARLTON L. SMITH

**I**T'S a long way from the days of flint and steel, the fetching of water from the town pump and the crowding around the log in the open fireplace to keep warm, on a winter's night, to snug retirement in an up-to-date house of the period of 1923. It's an equally long way from the bluff-bowed, straight-sheered, square and wide-sterned hooker, whose short bowsprit stuck up at an angle of 45, to the clean-cut clipper fisherman of today. Yet, there are a few old seamen living who have bridged that gap. Their varied and spectacular careers are most interesting to relate. Such a career had Captain Josiah Nichols Green, of Marblehead.

Seated in a comfortable rocking chair, in the varnish-finished, commodious kitchen of his perfect gem of a home at Devereaux, Captain Green looked back into the past, and said with firm voice and a bright twinkle to the eye: "Yes, it has been a long time. I was born here in town 83 years ago. When I was 17, in 1857, I went as cook for my father, then Josiah N. Green, Sr. He was master of the schooner *Caroline*, Colley & Goodwin owners, of Marblehead. We fetched home 900 quintals of salt fish that spring trip.

"I stayed with father two years in the *Caroline*, where I was taught navigation by Dad in spare time. In '58 we were surrounded by ice on Quero and had to cut away a shot of cable to get clear. This meant a trip into Halifax to refit.

"The houses on shore weren't the only places where the open fireplace was used," the captain declared, as he glanced admiringly at Mrs. Green's nicely polished coal and gas stoves. "I was cook, and I remember it well. We had an open brick fireplace in the *Caroline*. It was 1860 when our schooners first had stoves.

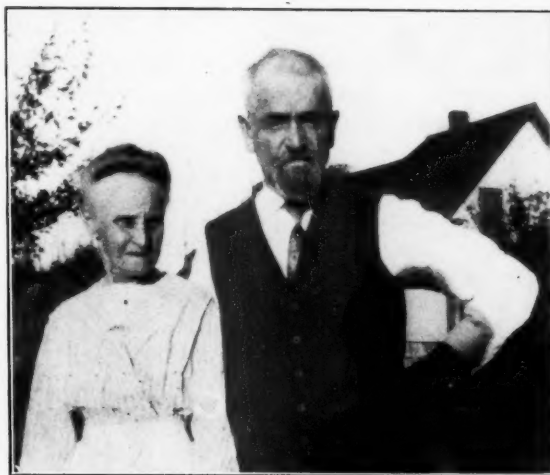
"It makes Mrs. Green laugh, now, when I tell of the eating arrangements. Each man brought along his own share of stores: Two gallons of molasses, 50 pounds of hard crackers, beans, peas and so on, to say nothing of large quantities of rum.

"We ate a great deal of fish, but I gave them boiled beans on Wednesdays, and a flat cake for breakfast on Sundays, with fried halibut for dinner, topped off with rice chocolate for dessert. Either that or stir pudding. We had no yeast or baking powder—just flour and salt water, that's all.

"Well, I stayed with father until I was 21. Then, as I wanted to see what square rigger life was like, I shipped with Captain George Wilson of Marblehead, in the bark *Jenny*, with lumber for Buenos Ayres. We took on wild mules, from farther up the river, to be delivered at Barbadoes on the way home.

"In '62 I fished at Grand Banks in the schooner

**One of the Real Old Salts and His Chief Mate**



CAPTAIN AND MRS. JOSIAH N. GREEN

Marblehead, commanded by Captain Aaron Knapp. At the end of the season I enlisted in Company B, Eighth Massachusetts Regiment, and served nine months. I got married that same year—'62.

"My next fishing was along with Captain Kit Burrage, to the Banks; then I shipped in the navy for a year. Then I worked down in North Carolina for a spell; after which I went to Grand Banks again with a Beverly skipper, Captain Wheelden by name.

"After a fall trip with father in the *Josephine*, I succeeded him. The *Josephine* was my first command. I fished at Grand Banks up to '69, but in '70 started at bay fishing near home."

Some of the vessels that Captain Green sailed are: Zachary Taylor, Amy Knight, *Caroline*, John G. Crowell and Helen.

Captain Green's chief mate, in his spotlessly clean craft at Devereaux, deserves mention. A bright, active, cultured little body is Mrs. Harriet Green, to whom the captain was married 60 years ago.

An expert drummer girl at 14, she drummed in a procession that marched in 1860 from Marblehead to Lynn and return. She was asked if she felt strong enough to repeat the stunt, four years ago. She did, and was presented with a beautiful loving cup afterwards, to commemorate the event.

This interesting and pleasant old couple have had two children, both boys. One died in infancy, the other when 18. But they married young in those days, and a grandchild still lives—Miss Ethel Green.



# A Pioneer Sail Duck Mill

**S**AIL DUCK, until shortly after the war with Great Britain in 1812 to 1814, was imported from England. Along about this time a small factory (a picture of which is given) was established in Baltimore, then little more than a large village. The product of its looms was doubtless used largely to furnish sails for the famous Balti-

ship owners and masters wherever vessels sailed the seven seas. This attracted the attention of more pretentious investors and very shortly this insignificant beginning became the nucleus of the largest single aggregation of mills in the world devoted to the manufacture of cotton duck. Grandsons and granddaughters of these pioneers are the people who

today are producing Woodberry Sail Duck, differing from their forbears only by virtue of inherited skill enhanced by acquired experience.

In the Civil War, the brief war with Spain and in the recent great world conflict the Government found these mills, and the people back of them, at their country's service, while throughout the years foreign governments have often come to depend upon Woodberry Sail Duck.

It is not necessary to explain to fishermen the significance of the Wood-

berry Duck insignia. There is doubtless no skipper or mariner cruising off the Atlantic Coast who has not, from the time he first put out in yawl or

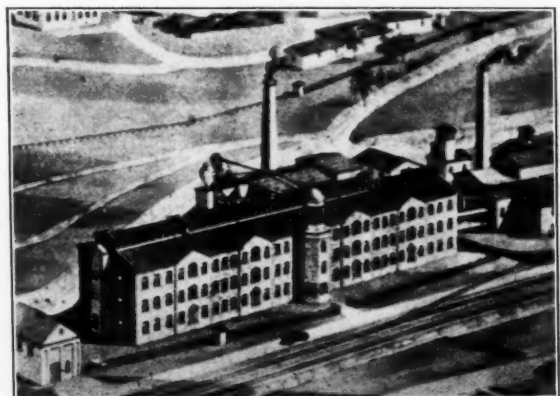


OLD COTTON DUCK MILL, BALTIMORE

more clipper ships which plied between Baltimore and South American ports and were celebrated for their speed as sailing ships.

The first venture proving successful, it was not long before another mill making 22" and 24" goods was established. The promoters, however, decided to locate their plant several miles from the little mill illustrated above, and acquired a grist mill situated in a picturesque valley and on the border of a small stream surrounded by a little hamlet called Woodberry, which is now included in the corporate limits of Baltimore. They converted this building into a cotton mill. The date of its original construction cannot be exactly determined, though it was added to it in 1847. It is still in substantial condition, and was the original Woodberry mill of the Mt. Vernon-Woodberry Mills, Inc.

Seldom was a mill more fortunate in having in its early days the highest type of workmen. By their intelligence and perseverance they acquired and developed a skill in the making of sail duck that made the product of the little mill sought by



ORIGINAL WOODBERRY MILL

fishing smack, been familiar with the Woodberry Duck trade-mark—a mark of all that is good in sail cloth.





## Wrecked on the Feejees

Experience of a Nantucket Man, the Sole Survivor of Crew  
of Whaleship "Oeno", Who Lived for Nine Years  
Among Cannibals of South Pacific

*Published by NANTUCKET INQUIRER AND MIRROR*

### VI

**D**IRECTLY the queens came down to welcome our queens, and escort them to the house prepared for their reception. They were very tastefully ornamented with most beautiful and fragrant flowers, and formed a line to the water's edge, repeating the word, "myinafuandooa," which is the salutation for the queens. We then landed and proceeded to the house prepared for us, the king and his chiefs taking with them the loads of presents, which, after some ceremony, were presented to the king.

The next morning I met David again, who came to invite me to the island on which he lived (Ovalau). We passed the day and evening very agreeably at my king's house. The chiefs, hearing of my intended visit with David, desired me to return as soon as possible. They had become very much attached to me and desired to have me in sight always, yet their kindly feeling toward me would not let them refuse me any liberty I wanted. I had always made it a rule never to oppose them, and thus had got their perfect goodwill. The natural disposition of these natives is good and they possess kind feelings for those whom they like; they also possess strong passions, and when enraged are savage beyond description, and would kill anyone who displeased them with as little compunction as civilized people would kill a rat.

David spent the night with me and the next morning we started for Ovalau. This island was very much like the rest of the group, mountainous, well wooded, with plenty of water. A considerable portion was under cultivation. It also abounded with beautiful flowers of the most exquisite fragrance, and all kinds of tropical fruits grew in profusion. The natives seemed very friendly. Here I spent three days very pleasantly, and then returned to Ambow to my king, who was delighted to think I had come back so soon, but when I told him that I was going to stop with the king of Ambow, he was exceedingly sorrowful and used every argument he could to induce me to return with him. I told him, however, that I was anxious to get home, and I thought my chances here would be better than at his island. He still insisted that I had better go home with him, and so it proved, for there was a ship touched at his island shortly after his return. Though he had the power to force me to go with him, he would not compel me to return against my

will, and when I bade him good-by he took me by the hand and said, "William, I am very sorry you are going to leave me. I shall be very lonesome when I go home without you, but I shall always be your friend and you will know where to find me." So we parted.

I then went to the king of Ambow and told him I intended to stop with him, which pleased him very much. He said he was father to all white people who came to stop with him, and so long as I was under his protection no one would dare molest me. He told me Charlie stopped a great many years with him, was a great warrior and conquered all the islands. I inquired of some of the white men who Charlie was, and found that he was a white man who was cast away in the brig *Eliza*, of Providence, on the island of Nivy, about fifty miles north-east of Ambow. The rest of the brig's crew were taken off, but Charlie preferred stopping among the natives and came to Ambow, bringing with him three or four muskets and all the ammunition he could procure. When he arrived at Ambow he was a great wonder to the natives, being the first white man they had ever seen. The women and children were very much afraid of him and thousands of the inhabitants came to view him.

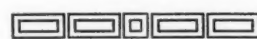
He had not been here long before war was declared against one of the neighboring towns, and an army was raised to go against them. Charlie applied to the king for permission to go with them and use his muskets, and after much persuasion was allowed to do so. When the attack commenced, Charlie singled out one of the enemy's chiefs, and as he raised his spear to dart he leveled at him and shot him dead. The natives hearing the report of the musket and seeing their chief fall, immediately fled in the greatest confusion, the Ambow people following and killing all who came within their reach. They plundered the town, set fire to it, and marched home in triumph without the loss of a man. The king then made him head chief, giving him command of the whole tribe, and he conquered the entire group, but he was very severe with the natives and would shoot them for the most trivial offenses. Charlie was finally killed in a battle at the town of Uylah.

I remained at Ambow six or seven months, and during this time made several excursions with them against their enemies to different parts of the island

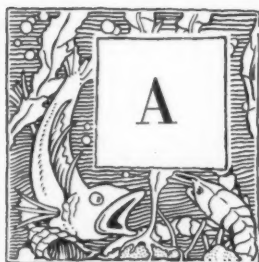
(Continued on Page 41)



## AS WE SEE IT



### THE EXPOSITION



AS this paper goes to press the stage is all set for the opening of the first National Fishing Equipment Exposition. Like all first things it is an experiment, but it is a worthy one and deserves the hearty co-operation of every individual who has at heart the best interests of the industry which provides him with his daily bread.

Unfortunately, there are within the industry a few individuals who prefer personal prejudices to the more wholesome, broader view. Such are to be found in all walks of life, for human nature is ever frail. They may even be sincere, although that is poor consolation to their fellow men who are obliged to pay for their misanthropic blunders.

To be specific, there are certain persons, among them some owing far more to the industry than the average of their fellows, who, unable to praise or aid a thing which is not of their own conception, have by innuendo and direct statement endeavored to belittle and hinder the success of the exposition.

Needless to say, the ATLANTIC FISHERMAN has nothing in common with these persons in their present attitude, although it has in the past been glad to work side by side with them for the good of the industry, and will continue to do so whenever occasion demands.

In our opinion the fact that the exposition promises something for the good of the industry is sufficient reason to demand the support of all connected with our fisheries, no matter to what extent we may differ in details concerning its operation. "The show's the thing." It's the bounden duty of us all to put it over.

The National Fishing Equipment Exposition was not the conception of the ATLANTIC FISHERMAN. That and the execution of the plans are to be placed to the credit of Mr. Harold F. Turner and the board of governors of the show. They have worked hard and faithfully and they deserve success. The firms that have so generously backed them up in their effort to bring directly to the fishermen the best in modern fishing equipment deserve success.

Incidentally, it is a poor return for many past courtesies, to say nothing of being third rate business tactics, when a paper that these same firms have liberally supported, endeavors to nullify their efforts to reach their logical customers, or when individuals, whose livelihood is drawn from the waters of the sea, strew obstacles in the road to success of an Ex-

position that cannot help but be an indirect benefit to every man connected with the American fisheries.

### "SAVED BY A MIRACLE"—PLUS

THE news dispatches from Halifax a few days ago, covering the story of the perilous trip of schooner Elizabeth Howard, carried the simple, direct, straightforward account of events as told by Captain Dan MacDonald. As is the way with fishing skippers, there were no frills, no heroics—just the essentials.

In a few words the skipper described the hardships of the cruise which lasted nearly five weeks. He told of encountering storm after storm, culminating in a hurricane which swept four of his men to death. He told of his crippled schooner making for port through raging seas—how he stopped to rescue 16 men from the Canadian schooner Coolen.

"Saved by a miracle," Captain MacDonald was quoted as saying. Saved by good seamanship, is more likely correct. A skipper who can bring his craft through such a spell of weather—to say nothing of effecting the rescue of another ship's crew on the storm-tossed high seas—must be an unusually efficient seaman.



## MUSTAD FISH HOOKS

UNIVERSALLY USED

SIDNEY R. BAXTER & CO.

AGENTS

90 Commercial St., Boston, Mass.

FISHING SUPPLIES

EXCLUSIVELY  
SINCE 1875

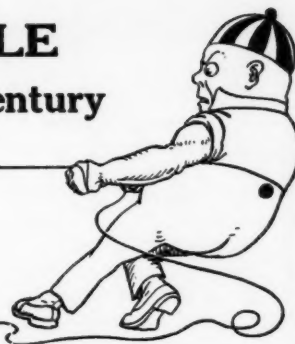




## STRONG and RELIABLE

### For Over Three-Quarters of a Century

*Brownie*



### LOBSTER TWINE

GOOD COTTON, the BEST EQUIPMENT and RIGID INSPECTION enable us to guarantee every foot of BROWNIE TWINE. Seventy-five years of experience in twine manufacture would indicate that we know how. Let us prove it to you. Send for a sample of BROWNIE LOBSTER TWINE. Ask your Dealer for our products or you can buy any of our products direct from the factory—with an absolute guarantee of complete satisfaction

**BROWNELL & CO.,**

**Moodus, Conn.**

## LOBSTER NOTES

### THE SITUATION

**T**HE unusually severe weather of February and early March raised havoc with the lobster market. Prices soared to a dollar wholesale for the few that reached the market.

However, April holds every promise of more than abundant supplies. Lobsters that ordinarily would have been caught in good quantity during March will be schooling in April; hence big catches are anticipated.

The Nova Scotia season having opened, a spell of good weather will mean the flooding of our markets and a sharp decline in prices.

Selling at a dollar as we go to press, within two or three weeks it would be safe to predict a drop in the price of lobsters to from 12 to 16 cents, if early April is mild.

### SAVE VALUABLE CARGO

A total of 4,500 lobsters were saved for a voracious market on February 24 when the lighthouse tenders Hibiscus and Zizania broke through 16-inch ice off Friendship, Me., and rescued the

smack Annie Louise from a precarious position, fast in the ice.

Lobster prices at Boston were close to a dollar late in February.

### NEW LOBSTER BOAT FOR DURKEE

The value of the lobster fishing fleet of Sandford, N. S., has just been greatly enhanced by a handsome new boat, built by Joseph Deveau, of Salmon River, Digby County, for Herman Durkee, of Sandford. The boat measures 35 feet over all, prettily lined and in every particular is most substantially built. The craft is spruce planked with the finest of hardwood finish and is a great credit to the builder. The boat is fitted with an eight-horse Acadia motor which will give the craft a speed that will enable Mr. Durkee to compete with any of the boats owned along that section of the coast.

### SMACK SILAS McLOON SAVED

One Rockland, Me., firm, which is very grateful to the cutter Osipee, is A. C. McLoon & Co.

With disabled engine the company's smack, Silas McLoon, got caught in the ice field, two miles from Hurricane, the other day. Her plight was seen by the Heron Neck lightkeeper, who reported to the owner by telephone. Mr. McLoon solicited the services of the cutter, which towed the helpless smack to this port, after making a trip to Dark Harbor. The smack was found in the darkness by the combined means of the cutter's searchlight, and a flare burned on the smack.

### MAYFLOWER LOOKS DIFFERENT

Her towering spars shortened by nine feet, her sail plan altered to suit her spars, the Boston schooner Mayflower, debarred from International race honors, hauled on Parkhurst's railways, Gloucester, to have a 100 horse power "C-O" engine installed.

Mechanics will lay the bed for the auxiliary engine, and set in her shafting, after which she will be fitted with the new mode of power, and go fishing.

# REAL MONEY

## AT THE END OF EVERY TRIP

What has the experience of a life time  
taught you?

**W**HEN the catch is small, you fail to make expenses. When the haul is big, or even fair, the market is against you. If you break a little better than even at the end of a year—you're lucky. That has been the fisherman's luck for generations.

Men who daily risk their lives for a bare living now see the way to make the risk worth while; they see *real money* waiting for them at the end of every trip.

The sooner fish are cleaned and wrapped after leaving the water, the

longer they will keep. You can't clean them before they are caught, so they must be cleaned aboard ship or as soon as landed from the traps and pounds. All fish do not lend themselves to filleting, but all species may be carefully handled, cleaned and wrapped. When you do that—you will make some *real money*, money that is worth the risk you take to catch the fish.

As the quality of the Parchment Wrapper is the big factor in keeping the fish in good condition after they are cleaned—

*Be Sure To Ask For*

## PATERSON VEGETABLE PARCHMENT

— Made only by —

**Paterson Parchment Paper Co.**

Passaic, New Jersey





## TO THE SOUTH'ARD

### NORTH CAROLINA FISHERMEN HOPEFUL

**A**SIDE from the generally accepted belief that the closing of the inlets is ruining the industry, the outlook for a good shad season in North Carolina is not so bad after all. Because of heavy rains, the sounds promise to be full of fresh water, a good sign for gill net fishermen; and the cold and stormy weather that has prevailed is believed to be good for fishermen generally.

True to type, fishermen are hopeful this season, in spite of reverses for the past few years, and are looking forward to good catches. While many fishermen have lost money in the last few seasons, it cannot be denied that there is an improvement in the finances of many fishermen, and that they are generally more prosperous than they were three years ago.

North Carolina shad fishermen are more fortunate in one respect than fishermen in other states, because North Carolina shad sell higher in the northern markets. Shad from this state are larger and more desired by the epicure, and North Carolina shad bear a reputation that no other fish can down.

The oyster industry has been the best this fall, of any season in many years, not only in quantity, but in prices. Many oystermen have made a great deal of money, more perhaps than was made in the last five years all put together. Bad weather has put a check on catching oysters for a while, however.

### APALACHICOLA TO HAVE MAMMOTH OYSTER PLANT

The latest developments in the construction of the Popham Oyster Factory No. 1, now nearing completion in Apalachicola, Fla., have presented an aspect both unexpected and pleasing to the citizenship of this seaport, in that it has just been learned that not only will this giant factory stand at the head of anything in Florida in its line regarding size, and in the modern equipment of machinery and labor-saving devices, but especially in the fact that this great sea food factory will be a monument of immaculate beauty, most unusual for a factory of this kind.

### BEAUFORT FISHERIES LOOKING UP

More fish have been brought into the Beaufort, N. C., market the last week of February than in any like period since the first of the year. The quality of the fish caught, though, has not been very high, as for the most part they were small croakers and gray trout. The prices paid for catches were

rather low, and so fewer trips were coming in. Some very nice speckled trout and shad are being brought in, but not in large quantities. Oysters and clams enough to meet the demand are on the market and considerable scallops, although the latter are getting rather scarce. Soft shell crabs will be on the market very soon.

### MOBILE OYSTERS BEST IN YEARS

**S**IX Bayou la Batre canneries are operating on the finest oysters brought out of Mobile bay reefs in the past five years, according to Chief State Oyster Inspector George Sprinkles. The oysters are being taken off the Buoy reef, 2,000 barrels being taken one day recently.

The Cleveland and Lossing reefs are also producing fine oysters, according to the inspector, and good prices are being received for them. The factories are paying oystermen 60 cents a barrel at their wharves while catchers on the reefs delivering to freighters are being paid the same price a barrel.

In Mobile, the Lores factory, operated by John F. Lores, is working full time on oysters and shrimp, and has sent out a call for from 200 to 300 hands.

### STATE APPROPRIATES \$500,000 FOR FISHERIES

The North Carolina Senate unanimously approved of the proposition to appropriate \$500,000, in accordance with Governor Morrison's recommendation to dredge out the mouths of inlets in Eastern North Carolina, to restore the oyster beds that have been destroyed and to stock upland streams with fish.

The commercial fishermen of Stuart, Fla., are having an excellent season, far surpassing last year's, and local shipments are averaging about a hundred barrels a week. I. T. Rembert, the Stuart Fish Co., C. D. Blakeslee and the Bridge Fish House make up the bulk of the shipments.

The bad weather the latter part of February prevented fishermen in the vicinity of Annapolis, Md., from going out. For more than two weeks oyster tongs were unable to get out to the bars. Later, when conditions were better, the fishermen made good catches, which means that the Annapolis markets, as well as the packers, have replenished their supplies of the shell fish. In consequence of the scarcity, the bivalves are bringing higher prices, all of which means lots of money jingling in the pockets of tongs.

TRADE  
MARK

BAY STATE

## MARINE PAINTS AND VARNISHES

**H**ISTORY has much to say in praise of "The Thin Red Line," which withstood the onslaught of the foe in unequal conflict and, maybe, saved the world for civilization and the right. There is a line, not always red, which, when applied a few one-hundredths of an inch in thickness on any portion of a ship, combats a far more resistless foe and saves alike the vessel and its crew. We refer to Marine Paint in general, and to the Bay State line in particular, which for more than seventy-five years has sailed the seas, defying the elements at their fiercest, protecting the ship above water line from the fury of the winds and waves, and repelling below water line the more insidious and still more deadly attacks of animal and vegetable growths. These products make possible the pride of the skipper and the satisfaction of the owner in the appearance and sailing qualities of the vessel.

From dory to dreadnaught, from keel to masthead, there is no spot or place that may not be adequately and completely protected by a Bay State Marine Product.

Bay State Copper Bottom Paints  
 Bay State Anti-Corrosive Paint  
 Bay State Anti-Fouling Paint  
 Bay State Columbia Floor and Deck Paint  
 Bay State Hull Paints (Top Side)  
 Bay State Red Lead Composition  
 Bay State Dory Paints  
 Bay State Canvas Preservative  
 Bay State Inorout Varnish  
 Bay State Marine Spar Varnish

The Bane of Barnacles  
 Rust's Relentless Enemy  
 Prevents Animal and Vegetable Growths  
 As Durable as the Deck  
 They "Save the Surface and Save All"  
 A Perfect Primer  
 Moderate in Price—Mighty in Performance  
 A Flexible Fibre Preserver  
 Defies Water—Hot, Cold or Salt  
 As Clear as Amber and as Hard as Glass

OUR PRODUCTS WILL BE SHOWN AT BOOTH 45 AT THE NATIONAL FISHING  
 EQUIPMENT EXPOSITION

**WADSWORTH-HOWLAND & CO., Inc.**

**BOSTON, MASS.**

**BROOKLYN, N. Y.**

# The First National Fishing Equipment Exposition

It has often been said that the reason why the fishing industry lagged so sadly in the industrial procession is because of its scattered units. Using dots to locate the fishermen on a map of the Atlantic Coast, we would find when we had finished that we had but a waving dotted line from Cape Breton to Florida, with here and there a cluster of dots indicating the position of our larger fishing centers. The industry as a whole is a huge one, but its operations are necessarily spread out over thousands of miles of coast line.

It is in this diffusion—this scatteredness—that the industry has long faced a severe handicap. It has greatly restricted the interchange of ideas and the passing around of first hand information concerning all that is new and best in methods, materials and gear used in the industry.

lack of the very things which the National Fishing Equipment Exposition promises to bring us.

## Army Base Pier a Show Place in Itself

Boston, known as the "Gateway of New England," considers the magnificent Army Base Pier as the best and newest of its gates. This tremendous structure cost the Government \$28,000,000.

The main storehouse is the largest building in the world, the nearest approach to it in size being the Louvre in Paris. It is eight stories high, of reinforced concrete. This building is 2,400 feet long, 118 feet high and 140 feet wide. It contains 2,500,000 square feet of floor space. A man walking at an ordinary pace would take an hour and a half to traverse the eight floors, walking up and downstairs. He would have covered about four miles.



WHERE THE EXPOSITION WILL BE HELD. THE ARMY BASE PIER—NEXT TO BOSTON FISH PIER

The purpose of the National Fishing Equipment Exposition is to bring together under one roof all that is new and good in gear, clothing and machines so that a fisherman may see and understand the various points of difference, thus enabling him to know what is best for his needs.

There will be demonstrations of rubber boot manufacture, the latest types of gasoline and crude oil engines, the newest net and line preservatives, independent lighting sets for boats, new types of fishing vessels, various kinds of marine paints, ice machinery, marine glue, sail duck, treated duck, ship stoves, lubricants, reverse gears, propellers, and so on.

Such an exposition promises more for the good of the industry than any single undertaking yet attempted. It will interest, it will educate, it will put new life into our oldest industry—an industry that has long been on the verge of decadence for

## COMPLIMENTARY TICKET TO EXPOSITION

The coupon below is good for free admission to the National Fishing Equipment Exposition if presented at the door. Other complimentary tickets may be secured by writing Atlantic Fisherman, Ticket Clerk, 100 Boylston street, Boston, Mass.

### National Fishing Equipment Exposition

Army Base Pier, Boston

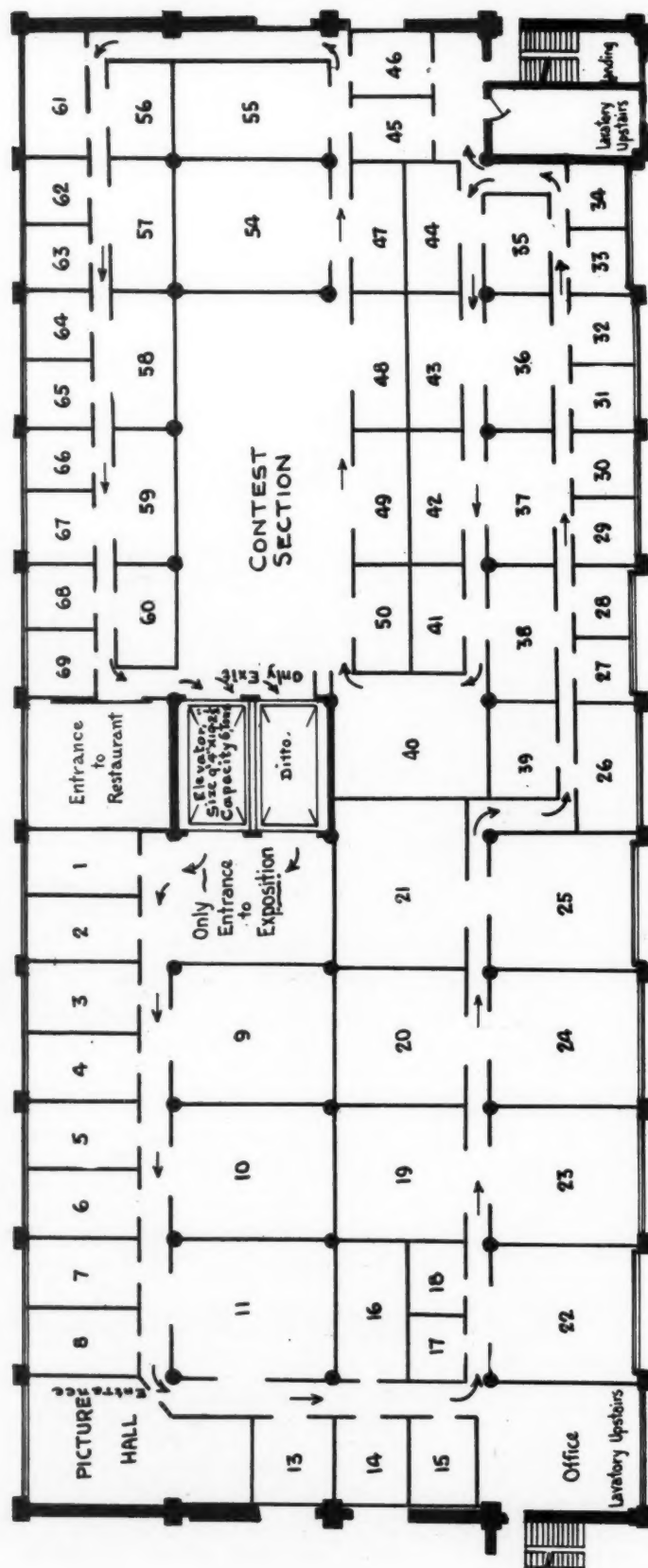
March  
26  
to  
April  
7

This Complimentary Ticket  
entitles Bearer to full benefits  
of a

**\$5.00 SEASON TICKET**

**TEAR OUT AND BRING TO SHOW**

## Floor Plan of the First National Fishing Equipment Exposition



### HOW TO REACH THE EXPOSITION

The location of the Army Base Pier, on which the National Fishing Equipment Exposition will be staged, is just below the Boston Fish Pier, and is reached from the Boston South Station in five minutes by trolleys which run down Summer street from the station direct to the Pier. The fare is five cents.

Those coming over the Boston & Maine Railroad are advised to take the elevated "shuttle" train at the North Station, which runs direct to the South Station, at which point they may transfer to the Summer street trolley line.

Visitors coming by automobile through Boston will follow the trolley line down Summer street, past the Viaduct which leads toward the Fish Pier, and turn in at the entrance to the Army Base Pier, which is No. 666 Summer street.

Those coming by boat will find ample dockage at the Pier, with no wharfage charge. The Army Base Pier, by the way, is only a short distance by water from the Fish Pier. To make it more comfortable for those coming in small boats, arrangements have been made to place two lighters at the Pier so that the occupants of the boats can make fast to the lighters, and go back and forth, using the gangway from the lighter.



# Atlantic Fisherman's Guide to Exhibitors

(A complete List of Exhibitors as received from the Directors at the hour of going to Press)

## A

**Atlantic Fisherman, Inc.** Booth 7 and 41.  
Publishers of Atlantic Fisherman magazine and Atlantic Fisherman's Almanac.

## B

**Baker Ice Machine Co.** Booth 13.  
Baker refrigerating system.  
**Beacon Falls Rubber Co.** Booth 31.  
Rubber footwear.

## C

**Camden Anchor-Rockland Machine Co.** Booth 49.  
Manufacturers of Knox engines, and ship-builders.  
**Canadian Fisherman,** Booth 67.  
Publishers of Canadian Fisherman.  
**Cape Cod Shipbuilding Corp.** Booth 54 and 57.  
Builders of power dories.  
**Converse Rubber Shoe Co.** Booth 35.  
Neptune fisherman's boots.

## D

**H. C. Dodge, Inc.** Booth 23 B.  
Manufacturers of lighting sets.

## E

**Edson Manufacturing Co.** Booth 15.  
Steering apparatus.

## F

**Fairbanks, Morse & Co.** Booth 21.  
"C-O" engines and lighting plants.  
**L. W. Ferdinand & Co.** Booth 27.  
Jeffery's marine glue.

## G

**Gray & Prior Machine Co.** Booth 42.  
Two and four-cycle Hartford motors.

## H

**Hathaway Machinery Co.** Booth 25.  
Engines, hoisting apparatus, hauling clutches, propellers and lighting outfits.  
**Home Electric Light & Power Equipment Co.** Booth 65.  
Delco lighting sets.  
**Hood Rubber Products Co., Inc.** Booth 38.  
Rubber footwear.

## J

**J. C. Air Vest Sales Co.** Booth 66.  
Life saving apparatus.  
**James H. Jones.** Booth 5.  
Radio equipment.

## K

**Kermath Mfg. Co.** Booth 44.  
Marine motors.  
**Geo. Kirby, Jr., Paint Co.** Booth 8.  
Marine paints and varnishes.

## M

**Magno Storage Battery Corp.** Booth 36.  
Storage batteries.

**Maine Commissioner of Fisheries.** Booth 17.  
**Massachusetts Commissioner of Fisheries.** Booth 16.  
**Metasap Chemical Co.** Booth 40.  
Metasap copper oleate compound.  
**Minot, Olsen & Thurber, Inc.** Booth 10 and 11.  
Bergsund oil engines, Nelseco full diesel oil engines.  
**Motor Boat Publishing Co.** Booth 14.  
Publishers of Motor Boat magazine.

## N

**National Carbon Co.** Booth 64.  
Hot-Shot batteries.  
**New London Ship & Engine Co.** Booth 19.  
Nelseco full diesel oil engines.  
**New Jersey Paint Works.** Booth 33.  
Marine paints and fishing gear preservatives.  
**New Jersey Motors, Inc.** Booth 61B.  
Marine motors.

## P

**Palmer Bros. Engines, Inc.** Booths 1, 2 and 3.  
Palmer engines, 2 to 85 H.P., 1 to 6 cylinders.  
**Paragon Gear Works.** Booth 4.  
Manufacturers of Paragon reverse gears.  
**Power Boating.** Booth 29.  
Publishers of Power Boating.

## R

**Rapp-Huckins Co.** Booth 4.  
Marine engines, reverse gears, propellers.  
**Wm. C. Robinson & Son Co.** Booth 28.  
Autoline oils.

## S

**Submarine Signal Co.** Booth 15.  
Signal device for dories.  
**Snow & Petrelli Mfg. Co.** Booth 30.  
Joe's reverse gear.  
**Byron N. Sellers.** Booth 23A.  
Bridgeport motors and boat equipment.  
**Ernest Scott & Co.** Booth 63.  
Fish waste rendering equipment.  
**Standard Oil Co.** Booth 59.  
Oils.  
**B. F. Sturtevant Co.** Booth 68.  
Engines, blowers, ventilating systems.

## T

**Tate Electrolytic Textile Processes Co., Inc.** Booth 37.  
Waterproofing and mildew-proofing duck process.  
**Turner, Halsey Co.** Booth 62.  
Mt. Vernon-Woodberry mills sail duck.

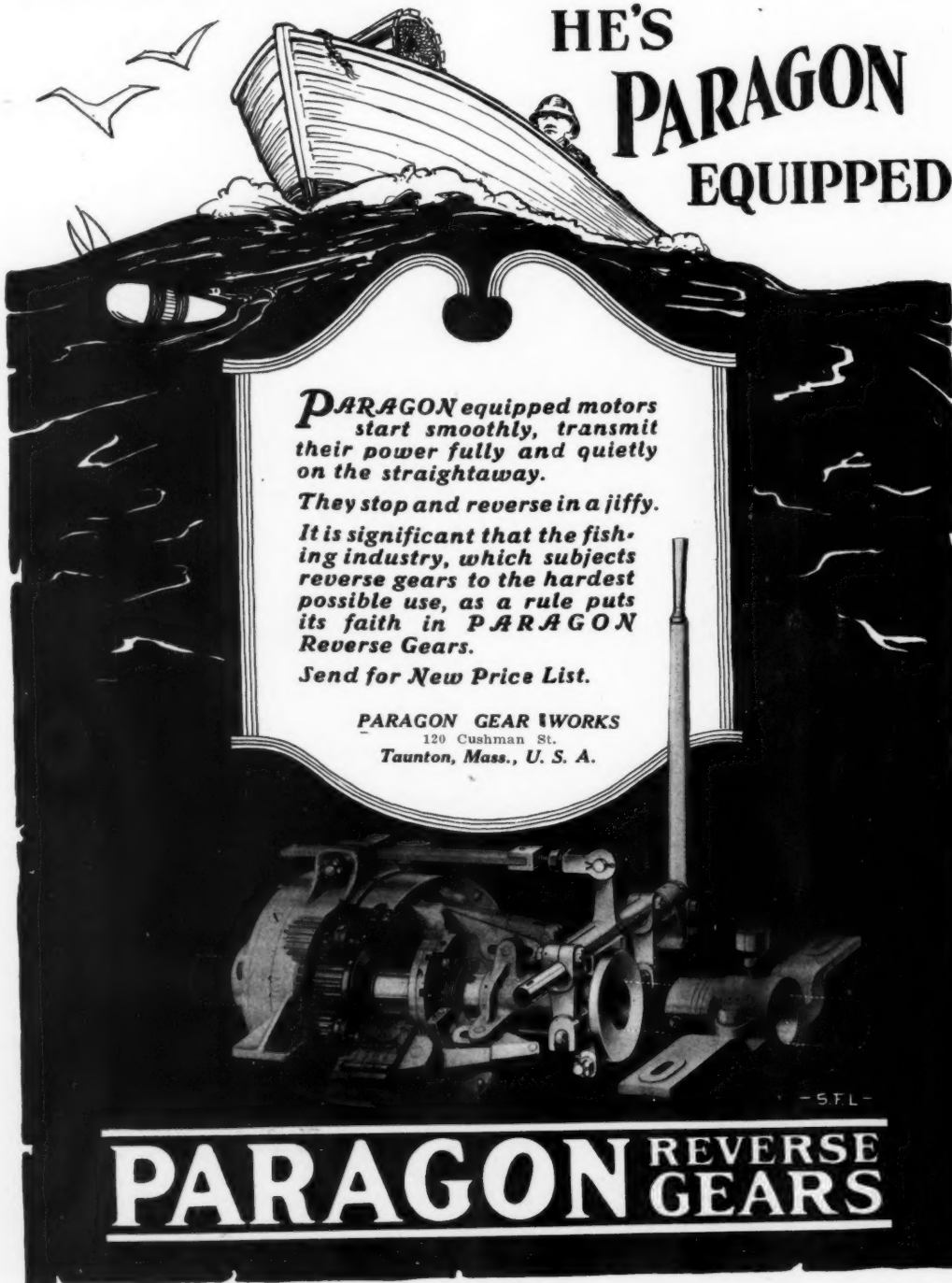
## U

**U. S. Fisheries Association.** Booth 39.

## V

**Vacuum Oil Co.** Booth 6.  
Lubricating oils and greases.  
**G. H. Voter, Inc.** Booth 18.  
Creasy ice crusher and ice handling implements.

# HE NEVER OVER-RUNS 'EM- HE'S PARAGON EQUIPPED



*PARAGON* equipped motors  
start smoothly, transmit  
their power fully and quietly  
on the straightaway.

*They stop and reverse in a jiffy.*

*It is significant that the fish-  
ing industry, which subjects  
reverse gears to the hardest  
possible use, as a rule puts  
its faith in PARAGON  
Reverse Gears.*

*Send for New Price List.*

PARAGON GEAR WORKS  
120 Cushman St.  
Taunton, Mass., U. S. A.

**PARAGON** REVERSE  
GEARS

## W

- Wadsworth, Howland & Co. Booth 45.  
 Bay State marine paints and varnishes.  
 C. A. Woolsey Paint & Color Co. Booth 61A.  
 Marine paints, varnishes and fishing gear preservatives.

- E. J. Willis Co. Booth 50.  
 Chandlers, all kinds of fishing supplies.  
 Wolverine Motor Works. Booth 24.  
 Crude oil and gas engines.  
 White-Warner Co. Booth 56.  
 Household marine ranges.

## Who's There and Where to Find Them

(The following list comprises the names of those who will be in attendance at the Exposition. We regret that in a few instances names were not received in time to be used)

## A

- Ardrey, S. J., Rapp-Huckins Co., Inc. Booth 4.  
 Atwater, Philip, Home Electric Light & Power Equipment Co. Booth 65.  
 Allen, Frank, Fairbanks, Morse & Co. Booth 21.  
 Arnold, Frank, Atlantic Fisherman, Inc. Booth 7 and 41.

## B

- Burke, J. M., Vacuum Oil Co. Booth 6.  
 Bradley, F. Theron, Beacon Falls Rubber Shoe Co. Booth 31.  
 Bird, John, Camden Anchor-Rockland Machine Co. Booth 49.  
 Bickford, Henry S., Camden Anchor-Rockland Machine Co. Booth 49.  
 Bradford, F. P., Metasap Chemical Co. Booth 40.  
 Barlow, Stanley, Home Electric Light & Power Equipment Co. Booth 65.  
 Brooks, Wm. E., Wadsworth, Howland & Co. Booth 45.  
 Babbitt, Jr., R. H., White-Warner Co. Booth 56.  
 Brownell, Everett N., White-Warner Co. Booth 56.  
 Baker, J. L., Baker Ice Machine Co. Booth 13.  
 Burnhome, Clement N., Tate Electrolytic Textile Processes Co., Inc. Booth 37.  
 Balfour, Wm. J., Turner Halsey Co. Booth 62.  
 Brown, W. H., Magno Storage Battery Corp. Booth 36.  
 Brayley, Arthur W., Atlantic Fisherman, Inc. Booth 7 and 41.  
 Bridges, W. O., Beacon Falls Rubber Shoe Co. Booth 31.

## C

- Collins, M. H., New Jersey Motors, Inc. Booth 61.  
 Collins, W. H., New Jersey Motors, Inc. Booth 61.  
 Calvert, Chas. S., New Jersey Motors, Inc. Booth 61.  
 Carlson, Chas. A., New Jersey Motors, Inc. Booth 61.  
 Channell, Ralph, Turner, Halsey Co. Booth 62.  
 Coshia, Albert M., J. C. Air Vest Sales Co. Booth 66.  
 Catanzaro, John, J. C. Air Vest Co. Booth 66.  
 Cummings, Jas. F., Rapp-Huckins Co., Inc. Booth 4.  
 Cobb, C. H., Standard Oil Co. Booth 59.  
 Corcoran, W. H., Standard Oil Co. Booth 59.  
 Coggeshall, Robert H., George Kirby, Jr., Paint Co. Booth 8.  
 Clark, Ernest C., Hood Rubber Products Co., Inc. Booth 38.

## D

- Dawson, E. A., Turner, Halsey Co. Booth 62.  
 Davis, Daniel, Metasap Chemical Co. Booth 40.

- Denny, Cary F., Tate Electrolytic Textile Processes, Inc. Booth 37.  
 Davis, Fred, Converse Rubber Shoe Co. Booth 35.

## E

- Eager, W. G., Baker Ice Machine Co. Booth 13.

## F

- Fitzpatrick, Geo. C., Wm. C. Robinson & Son Co. Booth 28.  
 Ferdinand, Sr., L. W., L. W. Ferdinand & Co. Booth 27.  
 Ferdinand, Jr., L. W., L. W. Ferdinand & Co. Booth 27.  
 Ferdinand, E. L., L. W. Ferdinand & Co. Booth 27.  
 Farr, J. B., Kermath Mfg. Co. Booth 44.  
 Fay, H. J. W., Submarine Signal Co. Booth 15.

## G

- Gieser, G. E., Palmer Bros. Engines, Inc. Booths 1, 2 and 3.  
 Gurney, Chas. S., Cape Cod Shipbuilding Corp. Booth 54.  
 Greenwood, T. S., Minot, Olsen & Thurber, Inc. Booths 10 and 11.  
 Garin, Paul J., Atlantic Fisherman, Inc. Booth 7.

## H

- Hopkinson, L. T., U. S. Fisheries Association. Booth 39.  
 Hulbert, Mrs. B. L., Atlantic Fisherman, Inc. Booth 7.  
 Herring, L. C., L. W. Ferdinand & Co. Booth 27.  
 Hobbs, C. E., Beacon Falls Rubber Shoe Co. Booth 31.  
 Holbrook, R. A., Beacon Falls Rubber Shoe Co. Booth 31.  
 Hommel, Edward H., Vacuum Oil Co. Booth 6.  
 Hathaway, C. A., Palmer Bros. Engines, Inc. Booths 1, 2 and 3.  
 Hill, Roy M., Wm. C. Robinson & Son Co. Booth 28.  
 Howard, W. H., Wadsworth, Howland & Co. Booth 45.  
 High, John A., Home Electric Light & Power Equipment Co. Booth 65.  
 Hathaway, Chester, Hathaway Machinery Co. Booth 25.

## I

- Irish, A. A., Standard Oil Co. Booth 59.

## J

- Johnson, Chas., J. C. Air Vest Sales Co. Booth 66.  
 Jones, J. H., James H. Jones. Booth 5.

**K**

Kirby, Geo. A., Geo. Kirby, Jr., Paint Co. Booth 8.  
 Kaiser, Chas. B., Tate Electrolytic Textile Processes, Inc. Booth 37.  
 Kenney, John J., New Jersey Paint Works. Booth 33.  
 Koehler, C. W., Baker Ice Machine Co. Booth 13.  
 Koops, Rudolf F., Fairbanks, Morse & Co. Booth 21.  
 Knowles Jr., Harry, Fairbanks, Morse & Co. Booth 21.  
 Kelly, E. D., C. A. Woolsey Paint & Color Co. Booth 61A.

**L**

Lewis, Preston, Hood Rubber Products Co., Inc. Booth 38.  
 Lewis, H. M., Kermath Mfg. Co. Booth 44.  
 Louderbough, Harry C., New Jersey Paint Works. Booth 33.  
 Lassidda, Jos. F., J. C. Air Vest Sales Co. Booth 66.

**M**

Mahon, D. P., Atlantic Fisherman, Inc. Booths 7 and 41.  
 McCarty, Earl D., Atlantic Fisherman, Inc. Booth 7.  
 Marshall, Chester T., Fairbanks, Morse & Co. Booth 21.  
 Minot, Francis, Minot, Olsen & Thurber, Inc. Booths 10 and 11.  
 McGrath, Jr., John H., Vacuum Oil Co. Booth 6.

**N**

Nichols, Mrs. Helen P., Atlantic Fisherman, Inc. Booth 41.  
 Nabstedt, A. T., Snow & Petrelli Mfg. Co. Booth 30.

**O**

Olsen, Geo. O., Minot, Olsen & Thurber, Inc. Booths 10 and 11.  
 Ohman, John A., Minot, Olsen & Thurber, Inc. Booths 10 and 11.  
 Opsahl, Chris. A., The Gray & Prior Machine Co. Booth 42.

**P**

Parks, Fred, Beacon Falls Rubber Shoe Co. Booth 31.  
 Printon, T. A., Metasap Chemical Co. Booth 40.  
 Pierpont, D. M., Snow & Petrelli Mfg. Co. Booth 30.

Palmer, E. E., Palmer Bros. Engines, Inc. Booths 1, 2 and 3.

Pettit, John L., New Jersey Paint Works. Booth 33.  
 Procter, Richard, Geo. Kirby, Jr., Paint Co. Booth 8.

**R**

Rudolf, C. D., Beacon Falls Rubber Shoe Co. Booth 31.  
 Robbins, J. D., G. H. Voter, Inc. Booth 18.  
 Rogers, Sherman S., Cape Cod Shipbuilding Corp. Booth 54.  
 Reed, Oliver A., New Jersey Motors, Inc. Booth 61.  
 Robertson, C. J., Paragon Gear Works. Booth 4.

**S**

Sellers, B. N., Byron N. Sellers. Booth 23A.  
 Shepherd, Thos. W., Hood Rubber Products Co., Inc. Booth 38.  
 Shellington, John L., The Gray & Prior Machine Co. Booth 42.  
 Smith, Geo. D., Converse Rubber Shoe Co. Booth 35.  
 Spanks, C. A., Wm. C. Robinson & Son Co. Booth 28.

**T**

Thompson, Ralph, Paragon Gear Works. Booth 4.  
 Thurber, Luman T., Minot, Olsen & Thurber, Inc. Booths 10 and 11.  
 Tucker, H. F., Standard Oil Co. Booth 59.  
 Turner, Spencer, Turner, Halsey Co. Booth 62.  
 Turner, Harold F., secretary, National Fishing Equipment Exposition.  
 Tompkins, Arthur, C. A. Woolsey Paint & Color Co. Booth 61A.  
 Trombley, C. H., Rapp-Huckins Co., Inc. Booth 4.  
 Toppa, A. W., Kermath Mfg. Co. Booth 44.

**V**

Voter, G. H., G. H. Voter, Inc. Booth 18.

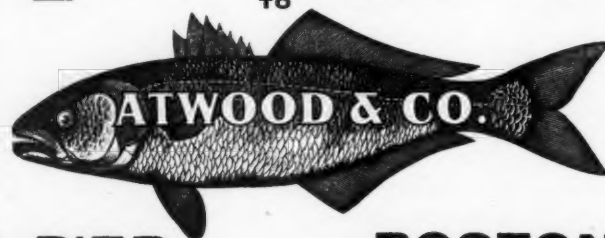
**W**

Wadman, W. A., Metasap Chemical Co. Booth 40.  
 Wagner, H. C., Beacon Falls Rubber Shoe Co. Booth 31.  
 Wood, Joe, Beacon Falls Rubber Shoe Co. Booth 31.  
 Wolff, Chas. P., New Jersey Motors, Inc. Booth 61.  
 Wilkins, H. F., H. C. Dodge, Inc. Booth 23B.  
 Wickwire, J. W., Edson Mfg. Co. Booth 15.

# Ship Your Fish

ESTABLISHED 1873  
 TELEPHONE  
 CONGRESS 2850  
 AFTER 5 P.-M.  
 620 DORCHESTER

Prices Quoted by  
 Wire  
 When Desired



DAILY RETURNS  
 AND  
 HIGHEST MARKET  
 PRICES

Send for Shipping  
 Cards and Stencils

Wholesale  
 Commission  
 Merchants

31 FISH PIER

BOSTON, MASS.

FRESH AND FROZEN FISH OF ALL KINDS



# Who's Who at the Exposition

## Spotlight Paragraphs Telling Something About the Big Fishing Equipment People

The following are those exhibitors whose names are given us by the Directors of the Exposition at the hour of going to press. The brief articles that follow are prepared from material furnished by the exhibitors. We regret that in a few instances material for the issue was not received in time to be used.

### SOMETHING ABOUT MARINE GLUE

**"A**NY old boat, so long as the frames are good, can be made watertight with Jeffery's Marine Glue." How many times have you fishermen read that statement in the advertisements of L. C. Ferdinand & Company, and wondered if these people were not "stretching it" a little?

The exposition affords an opportunity to see a demonstration of the proof of this statement. The bow section of a dilapidated dory will be used to show the process of reclamation by the use of Jeffery's Marine Glue.

It will interest fishermen to know that the custom of using waterproofing material is traceable throughout history. The pirates who terrorized the mariner in the early 18th century left evidence which proves beyond question that these roving buccaneers were accustomed to making in at various islands for the re-pitching of their craft. From biblical lore we learn that the tiny basket in which Moses was found floating in the bulrushes was pitched to make it waterproof, and that the Ark was made ready for the flood with pitch.

Now, had Noah used Jeffery's Marine Glue instead of pitch, doubtless the Ark would still be making regular trips today. For, unlike pitch, which is brittle, non-elastic, and hence not durable in service, Jeffery's Marine Glue has the elements of elasticity, tenacity, waterproofness—and durability.

### A FISHERMAN'S RUBBER BOOT

**A**LITTLE over a year ago the Converse Rubber Company discovered that even the best rubber boots then on the market had defects when the specific needs of the fishermen were considered. To get first-hand information on what these needs were, this company sent footwear experts to the fishermen in all of the chief fishing ports of New England. These experts found the fishermen always ready to talk boots. Thus they learned the good features and the weaknesses of the different brands, where they wore out first and just where and how they needed to be improved.

They brought back radically new ideas, worked with them, experimented with new types, tested them out, tried again and finally developed a boot which undoubtedly comes the nearest to satisfying the demands of all the various branches of the Atlantic fisheries than any other boot. It was named the Neptune.

When it is realized that the average fisherman spends between \$15 and \$20 a year for rubber boots,

it behooves him to look into the subject of boot construction thoroughly. It will be good business to take in the exhibit of the Converse Rubber Company, Booth 35.

### WHY THE KNOX IS POPULAR

**W**E suppose one reason for the early success of the Camden Anchor-Rockland Machine Company was the fact that the location of their plant was in the heart of the Maine fishing territory. Thus it was but natural that they recognized the engine needs of the fishermen, for the founders of this company lived among them and were familiar with the various fishing operations.

Today, after 25 years of marine motor manufacture, their Knox motor is used by fishermen in every fishing locality in the United States, and in nearly every foreign country.

These engines come in a wide range of types and sizes, each model having its respective place in the commercial field. This company also specializes on fishing craft, building stock boats and on special specifications. This department is growing tremendously.

### STANDARD IN EVERY WAY

**F**ISHERMEN don't have to be told that the Standard Oil Company is the oldest and most extensive refiners of petroleum oils in the world. Products of this concern have been for years generally looked upon as Standard, not in name alone, but in quality, in economy, in uniformity and in service.

The exhibit of such a concern may be counted on as something eminently worth while. Oils for all types of internal combustion engines will be on display—both lubricating and fuel. Engineers will be in attendance to advise fishermen on engine problems relating to lubrication and fuel.

### PAINTS THAT FISHERMEN BUY

**F**ISHERMEN don't need to be told that when a concern has specialized for 34 years in marine paints and has won a reputation such as the New Jersey Paint Works enjoys, that it's a good concern to tie up with. "New Jersey" Marine Paints are known to fishermen everywhere—especially the "New Jersey" Copper Paints.

This concern is now marketing a copper oleate solution for the preservation of nets under the trade name of "Nujoleate." It is sold in both

## Ever See a Rubber Boot Made?

Let us show you how  
we build the

Meet us at

**BOOTH 35**

*Just opposite the lunch room at the*

**NATIONAL FISHING EQUIPMENT EXPOSITION**



# Converse

## NEPTUNE

### FISHERMAN'S BOOT

EVERY day during the National Fishing Equipment Exposition, March 26 to April 7, at the Converse Booth, No. 35, an expert boot-maker from our factory will actually build six pairs of "NEPTUNE" boots just as they go through the regular manufacturing process. Our booth is particularly well located for such a demonstration, with the aisle on three sides. All visitors at the Exposition will have an unusual opportunity not only to see how rubber boots are put together, but to witness the care and skill in the making of "NEPTUNE" that accounts for the rapidly growing popularity of this special fisherman's boot.

*Plan to spend at least  
half an hour at our booth.*

## Converse Rubber Shoe Co.

Factory at Malden, Mass.

Sales Office

175 PURCHASE ST., BOSTON, MASS.

LOOK FOR THE "BIG C"

paste and ready mixed form, and while it is immaterial to the manufacturer which form is furnished, experiments have proven that it is to the advantage of the fishermen to purchase this material in the form of a solution ready for use. "Nujoleate" is reduced with a special solvent with a much higher flash point than gasoline, and contains twice the amount of paste copper oleate suggested by the Bureau of Fisheries. No labor is required to mix "Nujoleate" solution, and the fire hazard is greatly reduced.

#### GRAND BANK AND KORD-U-ROY

**F**ROM 300 employees 25 years ago the Hood Rubber Company now has 8,000 workers, with 75 acres of floor space—the largest rubber footwear plant in the world. Such growth could only be founded on quality manufacture. All Hood Boots are designed to meet a particular purpose. Before being put on the market the requirements are thoroughly analyzed and the boots tried out under actual conditions.

Visitors to the Hood exhibit will be interested in two models the Hood people have brought out especially designed for fishermen—the Grand Bank Short and Kord-U-Roy Hip. This concern will make these boots at their exhibit every afternoon, and each step in construction will be explained. You will be well repaid in visiting the Hood Company's exhibit and seeing for yourself why Hood Boots are so popular with fishermen.

#### FISHERMAN DESIGNERS

**A**CAREFUL study of the vessels and smaller craft employed in the fishing industry has confirmed the Minot, Olsen & Thurber Company in their opinion that such vessels are neither designed nor powered with due regard to the principles of naval architecture. Upon the proper appliance of scientific principles of design depends the profit earning power of any ship or boat from the day of her conception to the end of her life. Disregard of these principles can have but one result, a vessel in some way unfitted for the work, and a consequent loss of profit.

They believe that a properly designed vessel will be cheaper to build, to operate and to maintain, that she will drive more easily, and be of greater capacity, and will increase profits to her owner and crew. They invite consultation on any problem.

In the Nelseco Diesel engine and the Bergsund Heavy Oil engine, they offer two engines that are second to none in their respective fields.

#### A FAMOUS FISHERMAN MOTOR

**T**O those contemplating the purchase of a small power plant for a boat between 16 and 36 feet in length, the Hartford two-cycle engines exhibited by The Gray & Prior Machine Company are well worth looking over. These engines hardly need a description as they have been on the market

for the past 22 years and are familiar to practically every fisherman.

Many of the original engines are still in actual service and apparently good for many years to come. Fishermen in particular have recognized the good qualities of these engines, with the result that over 95 per cent. of the Hartford engines sold each year are installed in boats used for fishing and other commercial purposes.

#### VACUUM WILL SET YOU RIGHT

**L**OOK over any marine advertisement of the Vacuum Oil Company, and it's ten to one you'll find an appeal to the reader to send for literature on some phase of lubrication. Doubtless thousands of you fishermen have sent for and received such booklets—booklets which you found later to be chock full of good practical stuff.

That's Vacuum's way of advertising. When you read their literature you've got something more than a high regard for their product. You're convinced that this organization maintains engineers who know the subject of lubrication inside and out.

Such a policy not only begets confidence but it gives real service. You feel that you can approach the Vacuum Oil people with any lubrication problem with assurance of being set right.

The Vacuum people say that they are planning to make their exhibit primarily instructive. They will be ready to offer suggestions and answer questions pertaining to the lubrication of engines.

Here's an opportunity to get some mighty valuable information. Step up and talk it over. Don't fail to ask for a copy of the "Compass."

#### BIG ORGANIZATION BACK OF "C-O"

**A**LTHOUGH the "C-O" marine oil engine is known among vessel fishermen everywhere, few realize the size of the organization back of this motor.

This Fairbanks-Morse product—along with type "Y" stationary oil engines, home water plants, home light plants and allied lines—may be said to have had its inception 83 years ago in the little town of St. Johnsbury, Vt. Today their principal plant is located at Beloit, Wis., with others at Indianapolis, Ind.; Three Rivers, Mich.; Toronto, Can.; East Moline, Ill., and St. Johnsbury, Vt. The Beloit plant, where their oil engines are manufactured, was started some 55 years ago with about 13 men. This plant now covers 42 acres and employs approximately 4,500 men.

Besides its leading position as manufacturers of marine oil engines, this company has marketed over 500,000 farm engines, which are known everywhere under the trade name "Type Z." In addition it manufactures large stationary oil engines, pumping and electrical machinery, railway motor cars and special railway machinery. The famous Fairbanks Scales is a product of this company.

The fact that many of the first "C-O" engines



COTTON DUCK—ROPE—SEINE TWINE

ALL RELIABLE MAKERS RECOMMEND

# W O O L E N — D U C K — R O P E —

THE STANDARD FOR OVER HALF A CENTURY

**Yds. No. 0**

SALES AGENTS

**TURNER, HALSEY COMPANY**

REGISTERED IN  
99 Chauncy St. Boston, Mass., U. S. A.  
U. S. PATENT OFFICE

NEW YORK

CHICAGO

SAN FRANCISCO

NEW ORLEANS



that were installed from 1913 to 1915 are still in operation, with little evidence of wear, is significant of the high standard of manufacture maintained by this organization.

### THE FAMILIAR "COASTER" AND "BUDDY"

**M**OST fishermen are familiar with the "Coaster" and "Buddy" rubber boots. But how many know all the fine points that enter into the manufacture of a good boot?

The exhibit of the Beacon Falls Rubber Shoe Company is planned primarily to instruct the fisherman on the subject of rubber boot construction.

The Beacon Falls Rubber Shoe Company has been manufacturing rubber footwear for over a quarter of a century at Beacon Falls, Conn. Their rigid policy of producing nothing but the best is at once reflected in the popularity of their products. Only the most experienced workmen are allowed to make "Buddy" and "Coaster" boots, and only the best of materials are used. Another important feature is the inspection service, which assures only the perfect boot leaving the factory. Hence the long-wearing qualities of the Top Notch brand.

### A PIONEER REVERSE GEAR

**J**OE'S GEAR and fishermen have been pals for so many years that no introduction is necessary at this time. The Snow and Petrelli Manufacturing Company, manufacturers of Joe's Gear, are the pioneer reverse gear makers of America. The success of this organization may be largely attributed to the amount of personal consideration given to the peculiar needs of each customer, for reverse gears require a large measure of engineering skill in their proper adaptation to the diversified needs of the fishermen.

The Snow and Petrelli exhibit will consist of reversing gears for work boats and for fishing vessels of all kinds. The feature point which they will bring out is a reverse gear with an 88 per cent. back-up speed.

These gears are used by more engine builders as standard equipment than any other gear on the market. Some of them comprise the following imposing list: Bridgeport, Lathrop, Mianus, Palmer, Nelseco, Dodge, Kahlenberg, Clay, Peerless, Camden Anchor-Rockland Machine Co., Gulowsen-Grei, Midwest, Niagara and Buffalo.

### NEW ENGLAND'S OLDEST DEALERS

**W**ITHIN the space allotted to the Rapp-Huckins Company, Inc., fishermen ought to feel quite at home—what with such old stand-bys as Palmer Engines and Clutches, Paragon Reverse Gears and Hyde Propellers surrounding them. An imposing group, indeed, every one of them a pioneer in its field.

So, too, by the way, is the Rapp-Huckins outfit, which had its beginning way back in 1900—a long

time in the marine motor game. Starting with a small office, they now maintain one of the best stores in the East—a show place in itself.

Aside from an imposing display at the show the Rapp-Huckins Company will be prepared to give expert advice to fishermen on all subjects relating to marine engines, particularly the proper type of motor for the various kinds of fishing, the correct ratio of engine to vessel and the right type, size and pitch of propeller for the job in hand.

### MAKERS OF GOOD SHIP TOOLS

**P**ROBABLY no place is more in need of good tools than aboard ship, for when a tool is broken at sea one cannot step around the corner to a store and replace it. Therefore, ship tools must be made to stand the "gaff."

This point has never been lost sight of by the Gifford-Wood Company, even after a rapidly expanding business began to demand quantity production. Today, as it was 89 years ago, the work on ship tools of all kinds is done by hand. "Built Stronger—Lasts Longer," the slogan of the company, is the working creed of the entire organization.

The tool business of the Gifford-Wood Company was started in Arlington in 1834. In 1905 the Wm. T. Wood Company consolidated with the Gifford Brothers and the new company assumed its present name.

### POPULAR LIGHT SETS

**T**HE growing interest among fishermen in vessel lighting plants is certain to make the exhibit of the Home Electric Light and Power Equipment Company a mighty popular feature of the show.

Several Delco-Light plants, suitable for boat installation, and also Delco-Light water systems, will be on display.

Delco-Light, by the way, is a complete independent electric light and power plant manufactured by the Delco-Light Company of Dayton, Ohio. This company is a subsidiary of General Motors Corporation. Although on the market but seven years, Delco-Light plants have been sold to 180,000 users.

Delco-Light engine generator is all one unit; the engine is air-cooled, has a splash system of lubrication, and has a simple mixing valve to convey the fuel to the cylinder. The plant is self-starting by pulling up on a little starting switch. Mechanically, the plant is so simple to operate that, where it is installed on farms, women and 14-year-old children are giving it all the care and attention it needs.

Delco-Light is used extensively on boats. During the war more than 4,000 plants were sold to the Government, which were installed on sub-chasers and various other craft. Aboard boats Delco-Light eliminates fire hazard. The plant is easily installed and makes electricity at a fraction of the cost of securing adequate illumination from kerosene lamps.

# *"New Jersey"*

## MARINE PAINTS

*"Best by Test Since 1889"*

Wherever men earn their livelihood from fishing there you will find "New Jersey" Marine Paints, for they have stood the test of time and given un-failing satisfaction.

**"NEW JERSEY" COPPER PAINTS**  
(Red, Brown, Green)

**"NEW JERSEY" SHIP AND DECK PAINTS**  
(Twelve Colors)

**"NEW JERSEY" YACHT WHITE**

## Nujoleate Preservative

The prepared copper oleate preservative for all textile fishing gear. The preservative that is fast winning favor along the entire coast.

Extra Strength---Ready to Use---Non-explosive---Economical---Efficient.

*Write for Samples of Any of Our Products*

### NEW JERSEY PAINT WORKS

HARRY LOUDERBOUGH, Inc.

Jersey City, N. J.

### THE PALMER EXHIBIT

**A**N exhibit of Palmer Engines to fishermen is suggestive of that old saying about "coals to Newcastle." For what fisherman is not familiar with the Palmer?

However, it must be borne in mind that no other field of engineering is making such strides in development as that of the marine engine. Hence improvements looking toward economy, simplicity and durability are constantly being built into these products. These are the things for the fisherman to keep up with.

The Palmer exhibit will consist of all the latest types of their gasoline engines in one, two, three and four cylinders with make-and-break and jump-spark ignitions.

### PAINTS SINCE 1846

**T**HE Kirby line of paints traces its ancestry way back to 1846. These paints are now nationally famous—particularly those made for marine use.

The George Kirby, Jr., Paint Company promises a very worth while exhibit at the show. Products to be shown comprise: Yacht composites, special racing composites, old style copper paint, New Bedford copper bronze, American copper paint, New Bedford bronze, fishermen copper paints for nets and twines, flat yacht white, gloss yacht white, Holland white enamel, canvas waterproof paint, crystal gloss deck and floor paints, marine engine enamels, gloss warship gray, steamship black, marine bronze green and marine outside white.

### CAN'T DROWN WITH A "J. C."

**A**LIFE preserver has been invented that enables the wearer to "smoke, fish, sleep and eat while in the water." It would seem that a fisherman so equipped would be able to "carry on" as usual even though he is swept overboard. But seriously, folks, the J. C. Air Vest is a mighty clever device which may be worn under the coat without giving one a bulky appearance. It is almost impossible to drown with an air vest on. Look over the exhibit of the J. C. Air Vest Sales Co. You'll see a demonstration that will surprise you.

### WOODBERRY, THE OLD STAND-BY

**W**HAT seaman is not familiar with the black stenciled insignia of Woodberry Duck on sail cloth? Elsewhere in this issue will be found a most entertaining account of the early beginnings of Woodberry Duck—back in the days when it swung from the spars of the then famous Baltimore clippers. Today it is just as popular, and is looked upon as standard the world over.

The Turner, Halsey Company will exhibit this line, showing Mt. Vernon Woodberry Sail Duck,

army duck, ounce ducks, seine twine, sail twine, twills and drills and cotton rope. They will also exhibit the woolen bunting of the U. S. Bunting Co.

### CORRECT WAY TO TREAT CANVAS

**Y**OU fishermen know that mildew is a sail's worst enemy. To eliminate the ravages of this microbe many preparations in the form of a surface coating have been invented and sold. But such preparations wear away or crack, leaving the canvas in a mildew-receptive state.

There is one process, however, which makes mildew impossible. Its discoverer worked on the theory that if absorption was checked in the fibers of cotton duck, thus eliminating moisture, mildew could not germinate. The Tate Electrolytic Process, it was called. Absorption is checked completely by filling the pores of the canvas by means of electricity with water-repellent salts.

This processing does not in any way alter the appearance, or pliability or weight.

The exhibit of the Tate Electrolytic Textile Processes, Inc., will be one of the most valuably instructive of the show. Canvas and sails which have undergone practical tests will be shown, together with the treated awning of the celebrated "Spee-jacks."

### FINE LINE OF SHIP RANGES

**A** GOOD ship range is a mighty important piece of equipment, for upon its proper functioning depends the morale of the crew. If you want a squint at the very last word in ship range construction look over the White-Warner Company's exhibit of household marine ranges. Solidly built of cast iron with brass hinge pins, malleable iron handles and locks, with thick, durable brick linings, they will stand up under almost anything.

The household portable oven is of similar solid construction, well proportioned without a particle of waste room. Its clever design will interest any practical seaman, but will drive a ship's cook into ecstasies.

### AN ENVIABLE RECORD

**W**HEN a concern has been turning out marine motors for 13 years, and has yet to find a single one of their engines worn out, that concern can be put down in the quality class. Only a concern with such a record could safely adopt such a slogan as theirs—"A Kermath Always Runs."

The very low fuel consumption of the Kermath motor is another popular feature with fishermen. An average of 7/10 pints per horse power per hour indicates real economy.

Five marine engines, ranging from three to 35 H.P., and priced from \$135 to \$1,000, will be exhibited by the Kermath Manufacturing Co.

## Perfex

— the dependable ignition device  
— it displaces the ordinary spark plug



\$8.50

**SAMSON ELECTRIC CO.**  
CANTON, MASS.

**PERFEX** Ignition System is a complete unit comprising spark plug, induction coil, vibrator, condenser, etc. Simply take out the ordinary spark plug and insert **PERFEX** — it will spit the hottest kind of a spark with only a six-volt battery connected up to it.

If your dealer can't supply you write us direct.

## The Best Dories

Big rugged life-saving Dories used by Life-Saving Services, the U. S. Light House Service and many fishermen.

18 Foot \$100

Semi-Decked-In Sailing Dories

17 Foot \$275

Sturdy Motor Dory — A Beauty

20 Foot \$550

ALSO MANY OTHERS

See our Exhibit at the National Fishing Equipment Exposition, at  
Boston, March 26 to April 7

**CAPE COD SHIP BUILDING CORP.**  
WAREHAM, MASS. Telephone: 40

## Woolsey's Copper Oleate Fish Net Preservative

Ready for use; no mixing necessary. Less inflammable than Gasoline thinners. Lengthens the life of Nets and Gear and makes them more pliable.

**Made with Woolsey Superior Liquid**

Copper Oleate recommended by U. S. Government Bureau of Fisheries.

**Improved by Our Special Thinners**

Put up in gallon cans, five gallon containers, half barrels and barrels.

**Try it yourself for 50 cents**

Write for our Pamphlet or send fifty cents for quart trial sample.

**C. A. WOOLSEY PAINT & COLOR CO., Jersey City, N. J., U.S.A.**

Makers of Copper Paint and Marine Paint Specialties since 1853.



### LEADERS IN SMALL STANDARDIZED BOATS

**T**HE Cape Cod Shipbuilding Corp. is successor to the business of the Cape Cod Power Dory Co., which was established in Wareham, Mass. The manufacturing site covers about 12 acres. Although the company has facilities for building vessels of all kinds up to 150 feet in length and 12 feet in draft, the small standardized boats are its favorite and best known product.

Being equipped with the best modern machinery, every board in every boat is uniform, and on account of the hundreds made, they are produced on a very economical basis. In every boat strength and durability are given first consideration.

The justly famous big, rugged Cape Cod life-saving dory and the 20-foot dory launch are universal favorites among fishermen, and the flat bottom rowboats and the 16-foot flat bottom motor boat are widely used in the oyster and scallop trade and whenever a small, shallow draft boat is essential.

### GROWTH OF "BAY STATE" BRAND

**I**T is well said that "Great oaks from little acorns grow." The little business started over 75 years' ago in Boston as Wadsworth, Howland & Company was little prophetic of the magnificent business now enjoyed by Wadsworth, Howland & Company, Inc., as was the acorn of the oak. Still, there must be in the kernel some of the sturdiness and character of the great tree. Had not this tiny enterprise been founded on sound business principles and integrity it would not now enjoy its commanding position among paint manufacturers.

Some years ago the trade-mark "Bay State" was chosen, and has become so well and favorably known that it need hardly be more than mentioned here. "Bay State," whether it be on a can of copper bottom paint or spar varnish, deck paint or the finest yacht white, is a strong guarantee that nothing better can be produced.

### THE POPULARITY OF PARAGON

**T**HE Paragon reverse gear was brought out 15 or 20 years ago, and was at first sold largely to individuals who had motors without reversing mechanism, for marine motors, like automobiles, were then sold without equipment.

Today it is generally accepted that Paragon equipment will be found on nearly all of the better grades of marine engines.

At the recent Motor Boat Show, in New York City, out of 129 models of marine engines exhibited, 37 had reverse gears manufactured by the maker of the motor, and out of the 92 competitively equipped motors, 51 had Paragon reverse gears, while a half dozen manufacturers divided the remaining 41. This is typical of Paragon popularity.

Paragon's aim is to make a reverse gear so well that it will stand without complaint the severe use it must be put to on fishing crafts and other commercial boats.

### FIRST TO EXPLOIT COPPER OLEATE

**W**HEN the Government released the results of its momentous experiments with copper oleate as a net preservative, the Metasap Chemical Company was the first to exploit this preservative in the fishing field. This work has been carried on on such broad-gauge educational lines that few fishermen today are not familiar with this newly discovered preservative.

However, the proper application of it, its various uses, and the conditions under which it may most effectively be used are points that are being developed daily.

The Metasap people's exhibit is arranged to show to the best advantage the latest developments in the use of copper oleate. There will be a display of nets, seines, lines and other fishing gear treated with the Metasap Copper Oleate.

### SWEAR BY NJM

**T**HOSE who fish and lobster along the Jersey coast will not need to be told anything about the NJM motor. Down that way fishermen swear by them. They claim that the water-cooled oil in the crankcase is what saves the motor when it comes to running 17 hours continuously out to sea. It is said that these sea skiffs equipped with the NJM's are the only boats safe to operate in the severe winter weather off Sandy Hook. They can be controlled so perfectly with their motors that they ride the waves instead of rolling in them.

A feature of the NJM is its flexibility. It can be slowed down to one-quarter mile per hour without stalling, and can be immediately accelerated to high speed without choking.

The NJM will be displayed at the booth of the New Jersey Motors, Inc.

### CAN RECHARGE BATTERY AT SEA

**T**HE display of the Magno Storage Battery Corp. is one that should interest every fisherman, because the Magno Battery is the safest and most economical storage battery on the market. The big feature is the fact that it is instantly recharged either on land or at sea.

It is the only storage battery that does not require recharging on a light or power line. It is simplicity itself, necessitating only the insertion of a small cylindrical piece of metal to a discharged cell to bring it back instantly to a fully charged state.

Experts will be in charge of the exhibit who will gladly help you solve the lighting problem or assist you in bettering your present ignition system.

### THE BAKER REFRIGERATION SYSTEM

**D**URING hot weather, if a vessel is delayed at sea and the ice supply becomes low, grave danger arises of spoiling all fish which have been caught, and often it is necessary to make port before obtaining a full catch in order to keep what fish they have from spoiling.

The U. S. BUREAU OF FISHERIES, after extensive experiments, has determined that COPPER OLEATE best meets the requirements of a first-class fish net preservative.

Read the interesting reports of the Bureau in the Fisheries Service Bulletins and in the leading fishing journals.

Use

## COPPER OLEATE PRESERVATIVE

For Nets, Twine and Cordage

Manufactured by

**The SHEPHERD CHEMICAL CO.**

CINCINNATI, OHIO

(Highland Ave., Norwood)

*Write for Samples, Prices and Literature*

This is an expensive process to fleet owners. The lost or inactive time in the course of a year is worth thousands of dollars. When a Baker marine cooling system is installed in a boat, ice is packed in the fish boxes and the temperature lowered to preserve the ice without loss, while the boats are moving toward the fishing grounds.

The Baker Ice Machine Co. have a special corps of marine engineers who will be glad to furnish any fleet owner complete plans and prices for installing the Baker marine cooling system in fish boats.

### SPECIALISTS IN MARINE OILS

**P**ROBABLY no type of power presents more difficulties and problems of lubrication than the internal combustion engine on a fishing craft, for upon the lubricating oil devolves the duty of keeping the engine operating and operating efficiently. In extreme variations of climatic condition it must operate readily under low temperatures, and at the same time, and probably most important, must not break down under the heat of the internal combustion engine.

Autoline Oils, manufactured by W. C. Robinson & Son Co., of Baltimore, with branches in most of the Eastern cities, have been perfected to meet the most exacting conditions and have proven themselves safe and dependable oils. Produced from the finest of paraffin based Pennsylvania crude oils,

they are, in themselves, lubricants of the highest quality, and have been specially prepared for the requirements of marine and other internal combustion engines by scientific refining.

### MAKE UNDER-WATER PAINTS FOR 70 YEARS

**O**NE of the first manufacturing concerns to specialize on marine paints was the C. A. Woolsey Paint & Color Co. of Jersey City, N. J. Pioneers in the making of liquids for use in paints to stand up under water, this 70-year-old concern quite naturally was quick to see the advantages of copper oleate as a net preservative. Few concerns were so well equipped to work out the chemical problems involved in the preparation for merchandising of this product.

Woolsey copper oleate fish net preservative is a product that can be relied upon implicitly, for it is chemically right.

### ANOTHER MAKE OF LIGHT PLANT

Several models in different sizes of light plants will be exhibited by H. C. Dodge, Inc. This concern makes the D-Light plant. It is a compact unit comprising a small air-cooled motor and direct-connected electrical generator. The D-Light is started by pressing a button. No hand cranking is necessary.

### FINE LINE OF PRACTICAL EQUIPMENT

Probably no other concern has been so successful in designing heavy fishing gear as the Hathaway Machinery Co. of New Bedford, Mass. The trawl hauling unit, developed by this concern, with drums and controls for flounder dragging, is finding great favor among the fishermen, especially those of Southern New England.

This company also handles Wolverine Motors, which need no introduction to fishermen. These engines are made from five to 200 H. P., and can be run on gasoline, kerosene and alcohol. The Wolverine crude oil engine is now made in 23 to 95 H.P., with larger sizes in preparation.

### MAKING BANK FISHING SAFER

The Submarine Signal Co. is perfecting a signal device to be used in connection with dory fishing, which consists of an apparatus for sending sound waves under water, and an instrument for detecting the direction from where the sound comes.

### THE E. J. WILLIS EXHIBIT

Everything in the way of supplies and equipment will be found at the booth of E. J. Willis Co. For many years the Willis organization has been building a reputation for the handling of the best in equipment, and everything from spark plugs to complete radio outfits will here be available.

# OCEANIC SAIL DUCK

Internationally recognized  
as standard of quality



Selected for the Sails of the

MAYFLOWER HENRY FORD PURITAN

American challengers in the  
International Fishermen's Races

## WELLINGTON SEARS & CO.

BOSTON NEW YORK CHICAGO ST. LOUIS SAN FRANCISCO  
PHILADELPHIA ATLANTA NEW ORLEANS

START RIGHT  
on your next Fishing Trip

Get in a **TOWER'S**  
**FISH BRAND**  
Oiled Suit

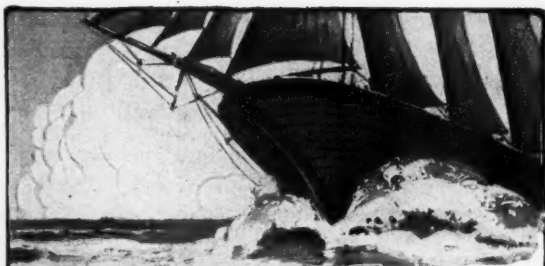


EXTRA HEAVY  
Made especially  
for **FISHERMEN**  
Large and roomy

Get yours at your  
nearest dealer

**A.J. TOWER CO**  
Boston to San Francisco

323



**STRATFORD OAKUM**  
*stands the strain!*

The pitch and throw of a vessel  
plowing through a heavy cross sea, the  
pounding and straining proves her  
staunchness.

Seams caulked with Stratford Oakum  
stand the strain. For generations  
Stratford Oakum has been used by the  
world's leading ship yards.

**GEO. STRATFORD OAKUM CO.,**  
Jersey City, New Jersey

# Howe & Bainbridge

COTTON DUCK

COTTON FABRICS CORDAGE

and Shipbuilding Supplies

220-230 Commercial Street  
BOSTON, MASS.

## SAWYER'S "EXTRA STRONG" FISHERMEN'S OILSKINS

WHY? Because they are made from the **FINEST QUALITY HEAVY COTTON CLOTH**, cut on our **SPECIAL DESIGNS** from patterns which we have developed as a result of three-quarters of a century's experience and study of the exacting needs of fishermen.

**Don't say just "Oilskins," say "Sawyer's Extra Strong"**

**And insist on having them, and nothing else, if you want the BEST**

*If your dealer does not carry them request that he send us order covering your requirements*

**H. M. SAWYER & SON, East Cambridge, Mass., U.S. A.**

## GRAY-ALDRICH CO.

HEADQUARTERS FOR

**DIESEL OIL ENGINES**  
**Gasoline and Kerosene Engines**  
**WINCH HOISTS**  
**WINDLASS OUTFITS**

**We can save you money**

**High grade goods and service**

**SEE US BEFORE YOU BUY**

**GRAY-ALDRICH CO., 84 Atlantic Ave., Boston**





# **SCH. ELIZABETH HOWARD BADLY CRIPPLED**

**T**HE Gloucester fishing schooner Elizabeth Howard limped into Halifax, N. S., March 11, with 16 of the crew of the lost Nova Scotia fishing schooner Helen M. Coolen safe on board, but with a tale of the loss of six lives during the terrific storms of the first week in March on the North Atlantic.

The Elizabeth Howard reported that the Helen M. Coolen foundered on the Banks not long after two of her crew had been swept overboard.

Caught in the same terrific storm, a huge sea struck the Howard, carrying off four men and everything movable.

Capt. Dan McDonald of the Howard brought his vessel into port showing plainly the effect of terrific buffeting by the angry seas. He related that the night of March 7, while off the northeast bar of Sable Island, "the graveyard of the Atlantic," the vessel was caught with the full force of the elements.

A great sea boarded the vessel, sweeping the Gloucester fisherman from stem to stern. It was after midnight, and in the darkness and the blinding snow, the cries of the men overboard were heard faintly through the storm.

When the wind abated the roll was called and four men failed to respond to the muster.

The missing men were Herbert Blondin of Newfoundland, Myles O'Brien, Bay of Bulls, N. F.; James Murphy, Canso, N. S.; John McLeod, St. Peters, N. S.

Later the Howard started for Halifax to make repairs and report the loss of life. As she groped her way through the stormy seas she sighted a schooner flying distress signals and wallowing in the heavy

sea. The Howard bore down on the helpless craft, which proved to be the Nova Scotia fisherman Helen M. Coolen.

The vessel was in imminent danger of sinking, so dories were put out by the Howard, and 16 of the Coolen's crew were taken aboard. Soon afterward the Coolen foundered and the Howard set sail for Halifax.

It was only by reason of splen-

did seamanship on the part of Captain MacDonald that the Howard ever reached port.

## **"WOLVERINE"**

**Four Cycle Airless Injection**

# **CRUDE OIL**

**ENGINES -46 to 95 H.P.**

**Instantaneous Starting from Cold**

**No Hot Bulbs---No Electricity**

**No Water Injection**

**The Most Economical Type of Engine Known**

*Send for Catalog No. 142*

## **WOLVERINE MOTOR WORKS**

**44 Union Avenue**

**Bridgeport, Conn., U. S. A.**

**GEORGE F. AMORY**

**Sailmaker**

**Second-Hand Canvas Bought and Sold**

**Telephone Congress 3188**

**Fish Pier, Boston, Mass.**

**FISHERY SALT**

Foreign and Domestic

Water Front Warehouses

**EASTERN SALT CO.**

237 State Street, Boston

**SUNKEN WRECK OFF DAVIS SHOAL**

Captain Nelson Amiro of the schooner Florence Merchant, of Gloucester, while making a passage from the fishing grounds of Davis South Shoal to Nantucket a few weeks ago, ran on to a sunken wreck and caused some damage to the bottom of his boat. Captain Amiro states this is a very bad wreck as it lies in the course to and from the fishing grounds which, in thick weather, is very dangerous. This wreck lies two or two and a half miles northwest of Davis Shoal.

**Public Sales**

We have purchased 122,000 pairs U. S. Army Munson last shoes, sizes 5½ to 12, which was the entire surplus stock of one of the largest U. S. Government shoe contractors.

This shoe is guaranteed one hundred per cent. solid leather, color dark tan, bellows tongue, dirt and waterproof. The actual value of this shoe is \$6.00. Owing to this tremendous buy we can offer same to the public at \$2.95.

Send correct size. Pay postman on delivery, or send money order. If shoes are not as represented we will cheerfully refund your money promptly on request.

**National Bay State Shoe Co.**  
296 Broadway, New York, N. Y.

**Portland Sail Making Co.**  
**SAILS and COVERS**

Awnings and Tents. All Kinds of Canvas Goods

Waterproofing a Specialty

44 Portland Pier, Portland, Me.

Albert E. Waite, Mgr.

Tel. 3986

**DAWE & NEWELL****Ship Carpenters**

and

**Joiners**

Motor Boat and Dory Repairs

FISH PIER - - BOSTON

**SQUALLS HIT FISHERMEN IN SOUTH CHANNEL**

ONE fisherman was lost, another was capsized and a third was thrown headlong into the hold and injured in squalls which struck two fishing vessels in the South Channel, Massachusetts Bay.

The schooner Esther B. Penny came to the Boston fish pier with her flag at half mast for George Nickerson, a member of the crew, who was lost in a thick squall the morning of March 10, while hauling in his trawls.

The schooner picked up all the other dories before the squall struck at 10 a. m., but could find no trace of Nickerson's. After cruising about all afternoon, the schooner started for Boston. Nickerson was 40, and married.

The Boston schooner Henrietta, which also came into the Boston fish pier from the South Channel, reported that the dory of George Thatcher was capsized in the same squall. Thatcher was hauling trawls from his dory, when fellow members of the crew in their dories astern saw him go overboard.

**D. F. HARRIS CO.**Successors to E. L. Rowe & Co.  
Gloucester**Sail Makers, Awnings  
Hammocks**

Phone 190, Gloucester

FOR DEEP SEA FISHING

**ESSEX****STEAM TARRED LINES**

Manufactured by

**MEARS IMPROVED LINE CO.**Factory and Line Walk  
Essex, Mass.Office  
Gloucester, Mass.**SHIP BALLAST  
MOORING CHAINS**

Pig Iron, Scrap Iron and Metals

Rails, Beams, Tanks

**The Perry, Buxton, Doane Co.**

214 W. First St., So. Boston, Mass.

They went to his aid. Thatcher, being a good swimmer, kept on the surface, but his dory was swept away. The Henrietta started for Boston, and an hour later ran into another violent squall and heavy seas.

One monster wave broke over the vessel. The crew, cleaning fish on deck, were thrown down. Lud Snow, a member, was knocked headlong into the hold and rendered unconscious.

**"C-O" ENGINES FIND FAVOR**

IT is interesting to note that three of the five American fishermen's race contenders have taken "C-O" engines—the L. A. Dunton, 100 H. P.; Yankee, 100 H. P., and the Mayflower, another 100 H. P.

Busalacchi Brothers, a well-known Boston Fish Pier firm, recently purchased an ex-Government scout patrol, one of the famed 110-footers. They are removing three 200 H. P. Sterling gasoline engines, and have contracted to install a 100 H. P. "C-O."

Sam Cahoon of Woods Hole is installing a 30 H. P. "C-O" in the Inez. Capt. J. R. Williams' new vessel will also be equipped with a 30 H. P. "C-O." Capt. William Thomas of Portland has decided on a 45 H. P. "C-O" for his new vessel now building at Essex. Charles Beals and Son of Beals' Island, Me., are building a new lobster smack which they will equip with a 45 H. P. "C-O."

Hauling and  
TarringCatechuing and  
Repairing**PORTLAND NET & TWINE CO.**

C. A. FRANCIS, Manager

Manufacturers and Dealers in

**Seines, Nets, Traps and Weir Twine,****CORNS, LEADS AND SECOND-HAND NETTING**

End of Widgery's Wharf, Portland, Maine



P. J. ANDERSON, President

C. H. RICH, Secretary-Treasurer

# ATLAS FISH COMPANY SEA PRODUCTS

39 FISH PIER

BOSTON, MASS.

## The Fishing Vessel Mart

### 50-FOOT FISHING VESSEL FOR SALE

Is 16-foot beam; 5 feet, 7 inches in the hold; sleeps 7; will carry 6 dories; built 1902; rebuilt 1921; small engine. Address B G, Atlantic Fisherman, 100 Boylston street, Boston, Mass.

### 45-FOOTER FOR SALE

Open boat with small cabin; 9 feet beam; 20 H.P. engine; will make 9 miles; not 3 years old. Address B B, Atlantic Fisherman, Service Department, 100 Boylston street, Boston, Mass.

### VESSEL WANTED

40 to 50-footer, staunch and seaworthy, with or without engine. Address A C, Atlantic Fisherman, Service Department, 100 Boylston street, Boston, Mass.

### FOR SALE

27-footer equipped with Mianus heavy duty 7½ H.P. engine, reasonable. Address B D, Atlantic Fisherman, Service Department, 100 Boylston street, Boston, Mass.

### 42-FOOT KNOCKABOUT SLOOP FOR SALE

Seven years old; 20 H. P. Hartford engine. Picture will be sent on request. Address B E, Atlantic Fisherman, Service Department, 100 Boylston street, Boston, Mass.

### NEW 38-FOOTER, \$900

Length 38 ft., 8½ in., draft 2 ft. 8 in., 14 ft. raised house forward, 18 ft. cockpit, splendid room for fishing or pleasure, fitted with 20 H.P. Kermath engine. Includes anchors, 90 fathoms 21 thread rope, sail and spar. Address B F, Atlantic Fisherman, Service Department, 100 Boylston street, Boston, Mass.

### SCHOONER FOR SALE

Now fishing. 14 net tons; length 53 feet, 4 inches. Built at East Boothbay. Brand new 48 H.P. C-O engine; hoisting winch, new seine and seine boat, and all modern equipment. Want an offer. Address B A, Atlantic Fisherman, Service Department, 100 Boylston street, Boston, Mass.

### HULL WANTED

A good sound hull; 50 to 60 feet long; beamy; light draft; plenty of deck room; without engine, sails or spars. Write A E, Atlantic Fisherman, 100 Boylston street, Boston, Mass.

### SCHOONER WANTED

A subscriber wishes to buy a good sound schooner, about 55 feet, suitable for fishing. With or without engine. Address A D, Atlantic Fisherman, Service Department, 100 Boylston street, Boston, Mass.

### 60-FOOTER WANTED

A subscriber wants to buy a 60-foot vessel to go sailing in. Address A F, Atlantic Fisherman, 100 Boylston street, Boston, Mass.

### WANTS VESSEL ON SHARES

Want to take on shares a 50 to 60-foot vessel. Have seines, etc., to go after mackerel with. Address C A, Atlantic Fisherman, 100 Boylston street, Boston, Mass.

## OLD SOUTH WHARF

Nantucket, Mass.

Plenty of Water and **FREE BERTHS**  
SUPPLIES FOR BOATS and AUTOS

**GASOLINE and OILS**  
**WATER, ROPE, ICE**

**FREE NET LOFTS AND**  
**CLUBROOM FOR FISHERMEN**

TELEPHONE NANTUCKET 10

**ISLAND SERVICE CO.**

## JOHN CHISHOLM & SON

Manufacturers of

**HIGHEST GRADE**  
**Tarred Lines**

Seines, Nets and Trawls

Fishermen's Supplies

35 Wharf St. Gloucester, Mass.

## S. Sklaroff & Sons

**Smoked Fish**  
**Establishment**

**Cold Storage and Freezing**

*Importers and Wholesale Dealers*  
**SCOTCH AND HOLLAND**  
**HERRING**

Established 1892

Tel. Prov. 215-3

**Provincetown, Mass.**

# TANGLEFIN

## Gill Netting

**Real Genuine Sea Island Cotton**

**Linen**

**Long Staple Cotton**

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*Factory to You—No Middlemen*

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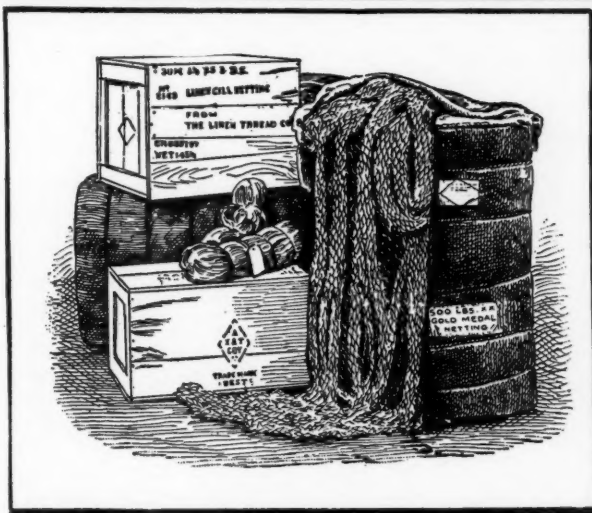
**NATIONAL NET & TWINE CO., Inc.**

**EAST HADDAM, CONN.**



Headquarters for  
**GOLD MEDAL  
 COTTON NETTING**  
 and  
**A. N. & T. CO.'S  
 LINEN GILL NETTING**  
**BURNHAM'S  
 COD LINES**  
**EVERYTHING  
 FOR FISHERMEN**

Pounds, Seines, Traps,  
 and all other appliances  
 fitted complete in any  
 style required.



THE  
**LINEN  
 THREAD  
 COMPANY**

NEW YORK  
 BOSTON  
 GLOUCESTER  
 BALTIMORE  
 CHICAGO  
 and  
 SAN FRANCISCO

### WRECKED ON THE FEEJEES

(Continued from page 13)

and to other islands. The inhabitants of the mountains and the seacoast are most always at war with each other. The mountaineers are very wild and savage, and often attack an unprotected town and massacre or make prisoners of all the inhabitants. The prisoners they eat. On one of these excursions to the island of Coroo, in one day we took and burned several villages. We had to march over rocky mountains and through almost impassable woods. I was excessively fatigued. At night we had sentinels stationed round our encampment, and the natives were drumming and singing most of the night, so that I slept but very little.

At daylight we continued our march through dense woods, over rocks and hills, until we arrived before the town of Angarmy, which we were going to attack. This was a large place and had a strong fence around it. Our army was composed of about 4,000 warriors, of whom about 100 had muskets. Before we commenced the attack our army was drawn up in a circle, and the head chief entered the circle with a bunch of reeds about ten inches

long. Immediately all was silent. He gave a piece of reed to each tribe, and at the same time addressed a few words of encouragement, telling them that the town must be taken and each man must fight well and do his duty.

(To be continued.)

### JOES FAMOUS REVERSE GEARS

REVERSE 80%-88% of MOTOR SPEED

**M**ORE engine builders use Joes Gear as regular equipment than any other reverse gear on the market. Joes Gears enable you to use the full power and speed of your engine for a quick, strong back-up.

*put it up to old man Joe*

The Snow & Petrelli Mfg. Co.

157 Brewery St. NEW HAVEN, CONN.



## M. WALLEN & SON, Inc.

PRODUCERS AND WHOLESALE DEALERS IN

### Salt Water Fish and Outfitters

Gloucester

AUTOLINE OIL

Massachusetts

### WM. H. CHAMBERLAIN

Power Dories, Sailing and Rowing Dories  
 Launches, Skiffs and Tenders

14 ORNE ST.

MARBLEHEAD, MASS.

## BAY STATE Marine Paints



There are special Bay State Marine Paints for all parts of a ship. Write for information.

WADSWORTH, HOWLAND & CO., Inc.  
 139 Federal Street, Boston, Mass.



**J. R. MURPHY**  
Cook, aboard  
Schooner Edith Silveira

THERE'S NEVER ANY TROUBLE getting hands to ship aboard a vessel when J. R. Murphy is in charge of the galley.

## Master Cooks of the Fishing Fleet



**FRANK JENNISON**  
Cook, aboard  
Schooner Richard J. Noonan

THERE'S ALWAYS A HAPPY CREW with Frank in the galley, and his cooking certainly agrees with his own inner man; look at that "broad" smile.



**ARTHUR NAUSS**  
Cook, aboard  
Schooner Ethel B. Penny

GOOD GRUB REQUIRES good stoves says Arthur. He ought to know—he's used enough of 'em.

Household Marine  
Stoves are Popular  
among  
Master Cooks

For Years Household  
Marine Stoves have been  
the Standard by which  
others have been judged.



The step forward in good Ship  
Stoves made by the

## HOUSEHOLD Marine Stoves

has had much to do with their  
rapid rise in popularity.

Made and Sold by

**White-Warner Co.**  
TAUNTON, MASS.

Sales Rooms, 21 Union Street, Boston



**JOE TAVES**  
Cook, aboard  
Schooner Josephine De Costa

NO MATTER HOW TOUGH the fishing is, when Joe bestirs himself in the galley, the whole ship grins.

I have felt for a long time that insufficient attention has been paid to the many splendid cooks found in the fishing fleets. It gives me pleasure to publish their photographs, month by month, and so to give them a place in fisheries history.

R. E. Warner, Treas., White-Warner Co.



**THOMAS FURLONG**  
Cook, aboard  
Schooner Lark

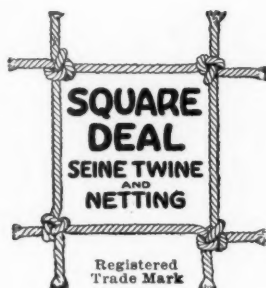
TOM'S GOT A RECORD to be proud of. They say in all his years of cooking he's never yet botched a meal.

MADE IN  
MASSACHUSETTS

Repairs at 21 Union St.  
Boston  
Truck service between  
foundry and Boston

Decide on the size you want by 4 o'clock in the afternoon and you are sure to have it by 8 the next morning.

Your dealer will be afforded prompt service from our Boston office.  
No boat is too small or too big for the HOUSEHOLD MARINE LINE.



**NEW YORK NET & TWINE CO.**

MOODUS, CONN., U. S. A.

ESTABLISHED 1829

INCORPORATED 1896



### Shipmate Ranges

Smallest Size

Body 18 $\frac{3}{4}$  inches long

Largest Size

No limit to length

"When I've served fifty years at sea I can turn into an albatross when I slips my cable."—Old sailors' belief.

"Ef yer don't believe me when I tells yer plain and straight,

That the only stove for sailormen is that there old SHIPMATE,

Wot's cooked our duff, our dandy-funk, our pea-soup and salt-hoss,

Why, blow me, youse can run down South and ask the Albatross!"

Yesterday and today—the sailorman's range. Always reliable.

MADE BY

**The Stamford Foundry Company**

Established 1830

STAMFORD, CONN.



*Cap'n Allswell says:*

**"You wouldn't use a grindin' wheel,"**

But some boats I've seen might just as well. Use a COLUMBIAN every time, they're balanced and made by experts.

THE COLUMBIAN BRONZE CORP.  
224 N. Main St., Freeport, N. Y.

**COLUMBIAN *Bronze* PROPELLERS**

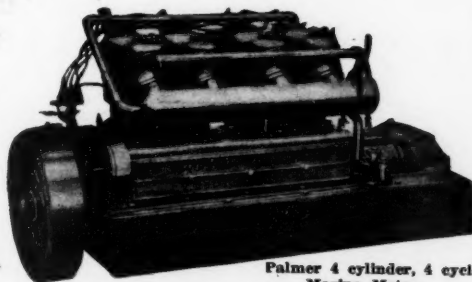


## PALMER ENGINES

AN UNFAILING QUALITY

POWER, Speed, Dependability, Durability and Economy are built-in qualities of Palmer Engines. They are strictly high-quality machines, built of the best material obtainable, made in an up-to-date plant and perfected by experienced engineers.

**PALMER BROS. ENGINES, Inc.**  
COS COB, CONN.



Palmer 4 cylinder, 4 cycle,  
Marine Motor

## PALMER Engines

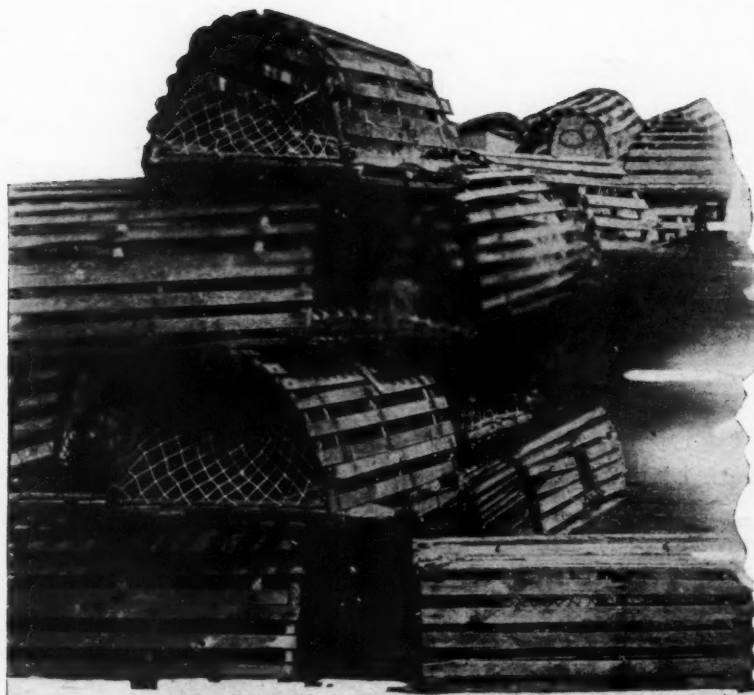
are manufactured in three types—two cycle single and double cylinder type, four cycle medium duty type and our heavy duty type. Palmer Engines are manufactured from 2 to 85 horsepower. 1 to 6 cylinders.

**BRANCHES:** Baltimore 306 E. Lombard St. Boston 59 Haverhill St. New York 128 Lexington Av. Philadelphia 9 N. 6th St. Portland, Me. Portland Pier Jacksonville, Fla. 122 So. Ocean St.

# Not an Experiment---

Copper Oleate as a preservative for all textile fishing gear has long since passed the experimental stage, and has clearly proven to be the most efficient preservative yet discovered.

## Tremendous Saving to Lobstermen



It has been estimated that the lobster fishermen on the Atlantic coast alone have in use over three and a half million pounds of cotton and manila cordage, or almost 5000 miles!

Consider the tremendous saving copper oleate will effect in this branch of the fisheries. Not only does it practically double the life of the gear, but its absolute repulsion of marine growth and the consequent lightness of pots, prevents tearing of top lines, and enables hauling with greater rapidity and less effort.

300,000 of these Traps are in use on the Atlantic Seaboard.

After long continued investigation and tests, we have perfected a method of preparing copper oleate, which places it in the most efficient and economical state for commercial use, namely,

## Metasap Copper Oleate Compound



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